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OUR 66TH YEAR

MARCH 2019

TRUE WEST

HISTORY OF THE AMERICAN FRONTIER

THE ALAMO ATTACKED... AGAIN!

CAN IT SURVIVE? PAGE 14

PLUS:

THE TRAGEDY OF TEXAS JACK OMOHUNDRO

BIG FIGHT IN TASCOSA

WYOMING GUNFIGHT: *DEAD MAN RUNNING*

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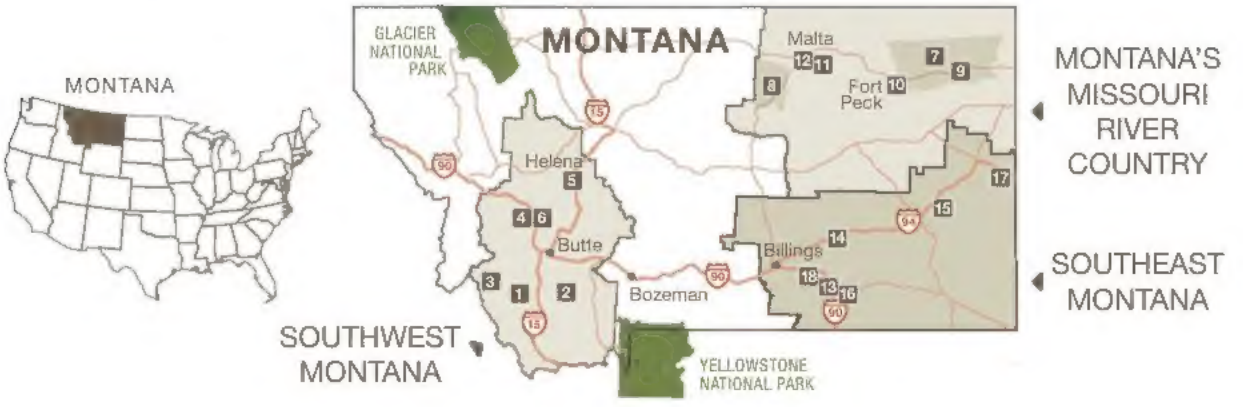
TRACE HISTORY IN MONTANA

Montana's rich past is a journey waiting to be rediscovered. Around every bend lies another story or another treasure of days gone by. Big Sky Country has been the setting of epic legends, from the era of the dinosaurs to the travels of Lewis and Clark to the ghost towns of the boom-and-bust mining days. There is no limit to the gems of history waiting to be unearthed here. Montana has quite a tale to tell. Come experience it for yourself.



SOUTHWEST MONTANA

1. Bannack State Park
2. Virginia City and Nevada City
3. Big Hole National Battlefield
4. Grant-Kohrs Ranch National Historic Site
5. Montana Historical Society Museum
6. Old Montana Prison Complex

MISSOURI RIVER COUNTRY

7. Fort Peck Indian Reservation
8. Fort Belknap Indian Reservation
9. Assiniboine and Sioux Cultural Center and Museum, Fort Peck Community College
10. Fort Peck Interpretive Center and Museum
11. Phillips County Museum
12. Great Plains Dinosaur Museum

SOUTHEAST MONTANA

13. Little Bighorn Battlefield National Monument
14. Pompeys Pillar National Monument
15. Range Riders Museum
16. Custer Battlefield Museum
17. Pierre Wibaux Museum
18. Big Horn County Museum

SOUTHWEST MONTANA

Tucked between Glacier and Yellowstone national parks, Southwest Montana encapsulates all the best of the Treasure State.

Walk the evening streets of **Virginia City and Nevada City** by lantern light. These sister cities are located along the site of the richest gold strike in the history of the West. With more than 100 buildings to explore, learn about the boom-and-bust years of the Old West and mine for gems. Or, take a seasonal ghost walk at **Bannack State Park**—the ultimate destination for a Montana history lesson. What was one of the largest gold-rush towns in Montana, Bannack is now a well-preserved ghost town with more than 50 buildings.

Once the headquarters of a 10-million-acre cattle empire, **Grant-Kohrs Ranch National Historic Site** preserves the symbols of the American West and commemorates the role of cattlemen in American history in Deer Lodge. Explore the main house and its original furnishings, along with the bunkhouse, blacksmith shop, horse barns, cattle sheds, and other outbuildings dating as far back as the 1860s. Explore more artifacts and regional history at the **Montana Historical Society Museum** in Helena and the **Old Montana Prison Complex**, also in Deer Lodge.

At **Big Hole National Battlefield**, teepee poles sit like skeletons among the foreground of majestic, snowcapped peaks and serve as a reminder of the tragic Battle of the Big Hole, one of the most violent conflict in the Nez Perce War. At the year-round visitor center, learn about the lives of the Nez Perce Indians and the conflict that divided the West.

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MONTANA'S MISSOURI RIVER COUNTRY

Explore the road less traveled in Missouri River Country, where scenic grandeur defines the landscape—an impressive expanse of Montana's northern prairie.

Lewis and Clark's adventure-filled historic route through Montana originates and terminates in Missouri River Country, covering nearly 330 river miles and exposing the expedition to some of the most varied and beautiful prairie country of the entire journey. Experience their path by vehicle, canoe, raft, motorboat, horse or on foot, and come away with an appreciation for the unique geography and history of this part of Montana.

Take in the American Indian way of life at **Fort Peck Indian Reservation**, home to the Assiniboine and Sioux nations and the **Fort Belknap Indian Reservation**, home to the Assiniboine and Gros Ventre nations. The town of Poplar is the center for tribal activities and hosts the **Assiniboine and Sioux Cultural Center and Museum** and **Fort Peck Community College**. The reservations are home to many fascinating artifacts and historical places including teepee rings and sacred sites. Powwows are held multiple times a year and visitors are welcome to attend and celebrate tribal culture.

More dinosaurs have been discovered in Montana than in any other state. At the world-class **Fort Peck Interpretive Center and Museum** in Fort Peck, **Phillips County Museum** and the **Great Plains Dinosaur Museum** in Malta, discover rare fossils, wildlife and historical exhibits, a cast of a giant T-Rex, and much more.

SOUTHEAST MONTANA

In Southeast Montana, panoramic landscapes intertwine with the rich history of the Old West offering epic adventures in discovery.

At **Little Bighorn Battlefield National Monument**, walk the hills and ravines where brave warriors and soldiers clashed and the U.S. 7th Cavalry, under the command of Lt. Gen. Custer, was decimated by Lakota, Northern Cheyenne and Arapaho forces. Annually, on the third weekend in June, honor history with reenactments, ceremonies and other signature events. Follow the Trail to the Little Bighorn, a series of 19 roadside markers that tell the story of the days leading up to and shortly after this renowned battle.

Follow the footsteps of courageous explorers at **Pompeys Pillar National Monument**. In 1806, Captain William Clark, of the Lewis and Clark Expedition, journeyed down the Yellowstone River and came upon a sandstone butte that jutted 150-feet above the prairie. Clark carved his name next to generations of pictographs and petroglyphs—incredible evidence that remains today.

For more history of the Western frontier, tour some of the region's premier historical attractions—**Range Riders Museum**, **Custer Battlefield Museum**, **Pierre Wibaux Museum** and **Big Horn County Museum**. You'll find comprehensive exhibits, reenactments, personal tours and rich artifacts representing Montana's extensive heritage.

VISIT SOUTHEAST MONTANA

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WE TAKE YOU THERE

In October 1866, the construction of the Union Pacific Railroad reached the 100th Meridian near Cozad, Nebraska Territory,—14 months ahead of schedule! In celebration, UP executives, including UP vice president and Crédit Mobilier financier Thomas C. Durant (far left), invited Congressmen, territorial officials, society figures and European nobles to take an excursion train (above) from Omaha to the end of the tracks.

– PHOTO BY JOHN CORBUTT, COURTESY LIBRARY OF CONGRESS –

TRUE WEST
HISTORY OF THE AMERICAN FRONTIER

True West captures the spirit of the West with authenticity, personality and humor by providing a necessary link from our history to our present.

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Join the Conversation

In response to our post about the most famous gunfight of the Wild West era that took place on the streets of Tombstone, Arizona Territory, on October 26, 1881:

"The OK Corral may be the most famous, but the deadliest according to my research was in Hot Springs, Arkansas. Early 1900's. It was the County cops and the City cops fighting over control of the gambling and prostitution!"

–John Eldridge of Doyline, Louisiana

This pretty young lass is dressed in the latest fashion—for the late 19th century that is—including her high tech, pump-action Colt Lightning carbine. She undoubtedly wowed the crowds of the Wild West shows. Find this and more historical photography on our "Gunslingers" board.

Pinterest.com/TrueWestMag

4 OPENING SHOT
8 TRUTH BE KNOWN
9 TO THE POINT
10 INVESTIGATING HISTORY
12 OLD WEST SAVIORS
38 CLASSIC GUNFIGHTS
40 RENEGADE ROADS
44 FRONTIER FARE
46 WESTERN BOOKS
52 WESTERN MOVIES
55 TRUE WESTERN TOWNS
77 WESTERN ROUNDUP
78 ASK THE MARSHALL
80 WHAT HISTORY HAS TAUGHT ME

INSIDE THIS ISSUE

MARCH 2019 – VOLUME 66 – ISSUE 3

16 THE ALAMO UNDER SIEGE

Gary Foreman has fought a lonely battle over the decades—and may be about to win the war.

—Mark Boardman

22 THE WOMEN OF THE ALAMO

The women and children who survived the legendary battle at the mission should be remembered for their courage and valiant actions.

—William Groneman

26 THE TRAGEDY OF TEXAS JACK

The true story of Texas Jack Omohundro and Giuseppina Morlacchi's doomed romance is heartbreaking.

—Steve Friesen

32 THE LENS OF HISTORY

A small band of determined photographers captured the humanity and the enormity of the construction of the transcontinental railroad for future generations.

—Stuart Rosebrook

58 RAILS WEST...AND EAST!

Rediscover America along the historic route of the transcontinental railroad in honor of the 150th anniversary of its completion.

—Stuart Rosebrook

Davy Crockett painting by Bob Boze Bell; Alamo composite by Dan Harshberger

Oops!

In December 2018, p. 40 of "Death at His Elbow," Billy Leonard and Harry Head were not killed by the "Hazlett brothers" but by Isaac R. "Ike" and William A. "Billy" Heslet; p. 50, in "Renegade Roads," the photo is not Frank Stilwell, but is a brother of Louisa Houston Earp, Morgan Earp's widow; in January 2019, p. 20, in the caption of "Frontier Fare," NBC—not CBS—broadcast *Bonanza*; pp. 98–99 in the Best Preserved Historic Trail entry, awarded to The Great Western Cattle Trail should have been identified as Western Cattle Trail. In addition, the trail marker program from Mexico to Canada has only been completed in Texas, Oklahoma and part of Kansas.

TRUTH BE KNOWN

COMPILED BY ROBERT RAY

Old Vaquero Saying

"If you're not going to drink that water, let it flow."

Quotes

"In New England they once thought blackbirds useless, and mischievous to the corn. They made efforts to destroy them. The consequence was, the blackbirds were diminished; but a kind of worm, which devoured their grass, and which the blackbirds used to feed on, increased prodigiously; then, finding their loss in grass much greater than their saving in corn, they wished again for their blackbirds."

– Benjamin Franklin

"The Violence that exists in the human heart is also manifest in the symptoms of illness that we see in the Earth, the water, the air and in living things."

– Pope Francis on climate change

"Wine is sunlight, held together by water."

– Galileo

"Pioneers are seldom from the nobility. There were no dukes on the *Mayflower*."

– Mack Sennett

"Hain't we got all the fools in town on our side? And hain't that a big enough majority in any town?"

– Huckleberry Finn, Mark Twain

"A friend of mine told me to shoot first and ask questions later. I was going to ask him why, but, I had to shoot him first."

– John Wayne, on Laugh In

Letters

I really enjoyed and appreciated the January issue. I have been a subscriber for some time and I think this issue is one of the best you have done.

I too feel that the Best Western [Lonesome Dove] so far in the film industry has been unsurpassed. One would be hard put not to agree that some[one]else could have equaled Robert Duvall and Tommy Lee Jones, it just could not have been done.

Thanks for continually publishing excellent material.

John Balsiger
Guthrie, Oklahoma

"Go as far as you dare in the heart of a lonely land, you cannot go so far that life and death are not before you."

– Mary Austin

Bizarro BY DAN PIRARO

Kemosabe — you forgot to switch from your sleep mask to your crime-fighting mask again.
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BY BOB BOZE BELL

Saving The Alamo

The true history of the Alamo is long and complicated, but preserving it is even harder.

Everyone featured in our cover story (p 14) loves the Alamo and wants to preserve the integrity of the site. But just how you do that in the middle of a sprawling metropolis that has encroached—some would say swallowed—the original site, and, as you shall see, that is a bit of a problem.

Do you tear down historical buildings to put up replicas of the original structures? (Critics call this the movie set syndrome.)

There are many competing plans but one man has endured and may be on the verge of winning the day. Our intrepid features editor, Mark Boardman, once again tracks this complicated story (Mark covered the same issues in our 2009 issue, see at right), to give credit to one guy, Gary Foreman, who has been fighting for his vision of the Alamo for 37 years!

Unlike most old Westerns, in this story there are good guys and even gooder guys, all of them fighting for their vision of this sacred shrine.

Personally, I'm glad everyone cares enough to make the effort. It sure beats apathy.

We had a bit of a false start in the last issue, with the announcement of our editorial team, Stuart Rosebrook and Peter Corbett, co-editing the magazine.

After a four-week trial run, Peter bowed out and we have promoted Stuart to be the sole editor. Stuart's vision and effort are all over these pages and I am very confident he is going to carry us to well into the future.

For a behind-the-scenes look at running this magazine, check out BBB's daily blog at TWMag.com.

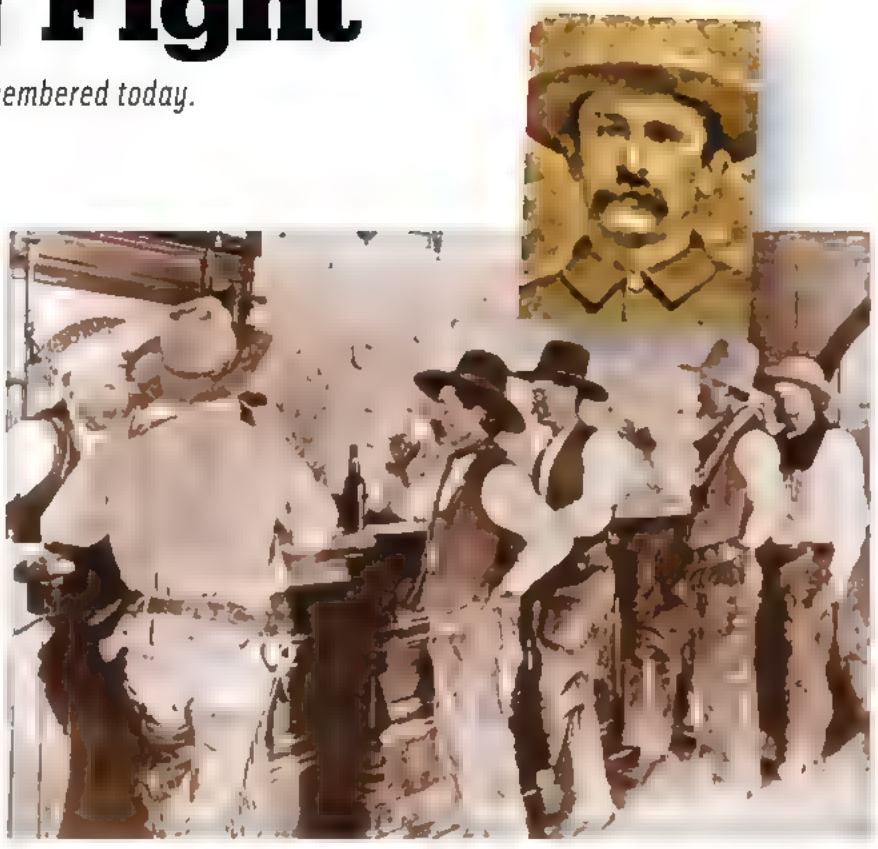
We have covered the Alamo from many different angles over the years as these *True West* covers attest, going back into the 1950s. There will probably be more covers featuring the shrine of liberty, as long as there are people who care about history.

ILLUSTRATION BY BOB BOZE BELL/COVERS COURTESY TRUE WEST ARCHIVES

BY MARK BOARDMAN

The Big Fight

A deadly Texas shootout is little remembered today.



Local cowboys gather at a saloon in Tascosa, one of the wildest of Wild West towns. LS Ranger John G. Lang (insert) escaped "The Big Fight" without injury

COURTESY LIBRARY OF CONGRESS / TRUE WEST ARCHIVES

It takes something for an Old West shootout to be called "The Big Fight." That's the handle they stuck on a free-for-all in Tascosa, Texas, in the early hours of March 21, 1886.

Trouble had been brewing for some time. A bunch of ex-Texas Rangers was now working at the LS Ranch outside of town. The other side: small ranchers and town sporting men, called "The System." The LS boys were reputed to be heavy handed and arrogant. The System was allegedly rustling cattle from the big outfits.

Both sides were in Tascosa on March 21—and both had been frequenting drinking establishments. LS Ranger Ed King hooked up with his girl Sally Emory outside the Jenkins Saloon. Somebody, probably Sally's ex, Lem Woodruff, put a bullet in King's face, then rushed up and finished him off with a shot to the neck.

King's friend John G. Lang witnessed the shooting and ran for help at the Equity Bar. Frank Valley and Fred Chilton joined him and rushed back toward the Jenkins. They got to the saloon's back yard just as "Catfish Kid" John Gough, Louis Bousman and Charley and Tom Emory emerged. And the fight became general.

There were many accounts of the battle—no two really agreed—but author Frederick Nolan, in his book *Tascosa. Its Life and Gaudy Times*, posits this series of events:

Valley shot Woodruff in the belly and groin (he would survive the wounds). Charley Emory took a bullet in the leg (he, too, would live to tell the tale). Valley tried to enter the saloon door and was killed with a bullet through the left eye.

At the same time, Jesse Sheets—a local restaurant owner not involved in the fracas—looked out his door and was fatally shot in the face by Chilton. Chilton thought he'd killed Bousman and started a victory cry, but was silenced by a bullet probably fired by the Catfish Kid, who was hiding in a woodpile. The dying Chilton gave his gun to John Lang, who beat the retreat back to the Equity Bar where he picked up some reinforcements.

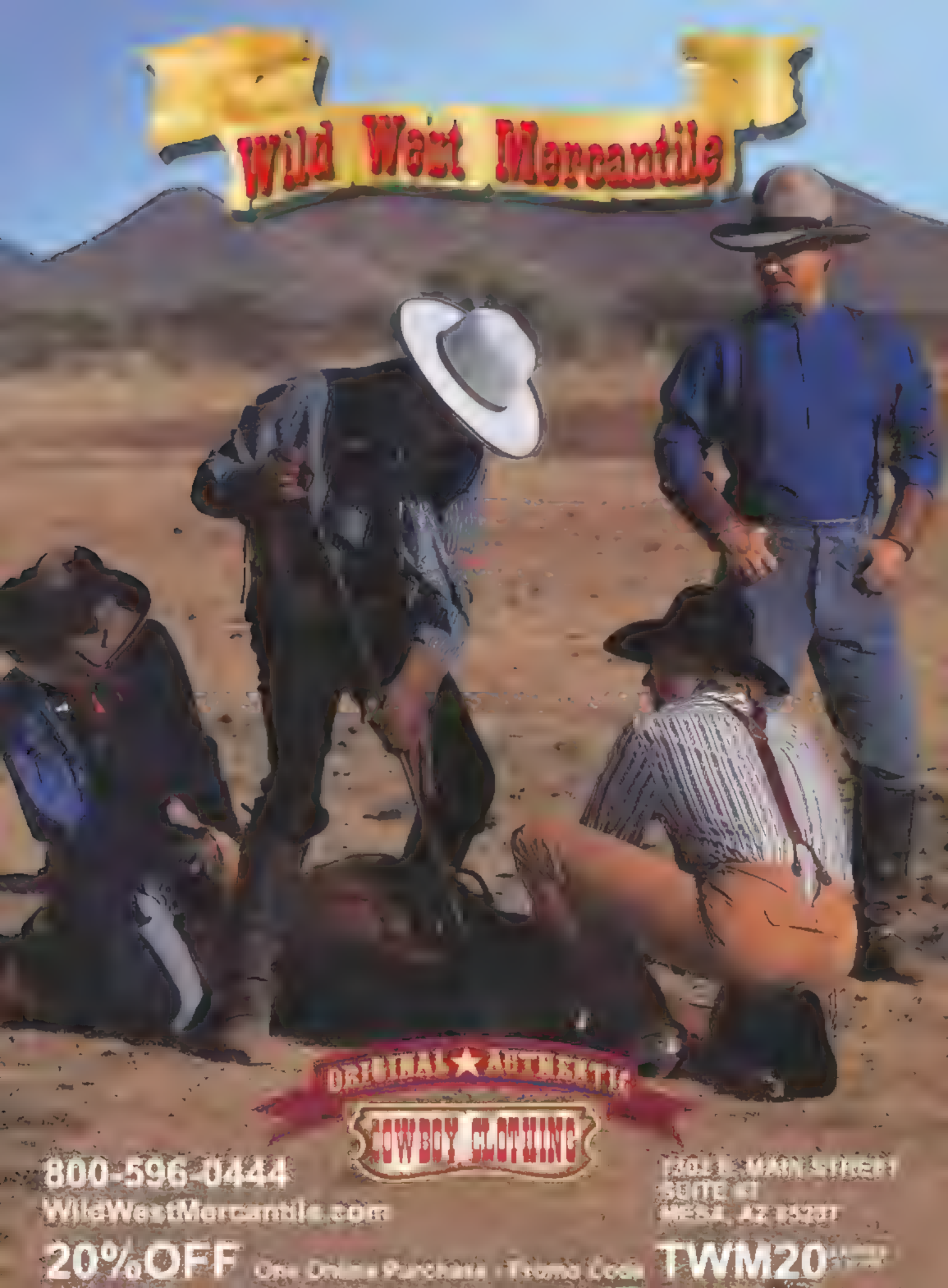
At about that time, Sheriff Jim East—a former Pat Garrett deputy in Lincoln County, New Mexico—and his deputy Charlie Pierce arrived on the scene. The Catfish Kid suddenly made a run for it from behind the woodpile. Pierce called for him to halt, but the Kid kept going. Pierce fired and the Kid went down—but he was just playing possum. He'd soon get up and head out.

The damage was significant: four dead and two badly wounded. LS ranch manager Jordan McAlister got the news and took about 50 cowboys into town later that night. But he thought better of things and decided not to continue the affray. Sheriff East closed all the bars and cleared the streets, and relative calm was established.

Later that day, the four dead men were all buried in the local cemetery. Lawman East and his deputy kept a close eye on the proceedings—attended by heavily armed men on both sides—to ensure that the tense peace would be maintained, and it was. Jesse Sheets would be exhumed in 1928 and re-buried in Roswell, New Mexico.

Woodruff, Bousman, Charley Emory and the Catfish Kid were all arrested and tried for murder. The first trial resulted in a hung jury; a follow-up found the four not guilty.

Tascosa continued as a hell-hole for a few more years. But the railroad never arrived and the town declined, becoming a virtual ghost town by the 1930s. And while The Big Fight got much national press in 1886, and claimed more victims than the Tombstone Street Fight, it wasn't enough to keep the town going. The Big Fight had little impact in the annals of Old West shootouts.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BY JANA BOMMERSBACH

Omaha is Still "All Aboard"

Dressing up Union Station is just the ticket.

The first piece of track. The very first spike. It all began here, in Omaha, Nebraska.

That's where the Union Pacific began the race to Utah in 1865 to fulfill the dream of a transcontinental railroad.

That treasured history is still fulfilling dreams to this day. Still in a rail district on 10th Street that has been in use since 1898-'99. Today, the "new" depot at that address—opened in 1931—is not only considered one of the finest examples of Art Deco architecture in the Midwest, but is home to the city's beloved Durham Museum.

"We're a history museum and we preserve a lot of artifacts—Union Station is our greatest artifact," says Jessica Brummer, the museum's marketing and public relations director.

Union Station is undergoing a $2.7 million project to restore its terra cotta exterior. "Over the years there's been lots of wear and tear, and the harsh Nebraska winters didn't help," Brummer notes. Omaha really stepped up when the museum asked for help—every penny of the project is private money.

When it's completed by the end of 2019, the building will look exactly as noted architect Gilbert Stanley Underwood designed it, except that every terra cotta stone will have been removed, cleaned and re-anchored, with new mortar to assure it all stays in place.

When this grand station opened on January 15, 1931, people were awed. The main Waiting Room—now the Suzanne and Walter Scott Great Hall—measures 160 feet by 72 feet, with 60-foot ceilings of sculptured plaster trimmed in gold and silver leaf. There are 10 cathedral-like plate glass windows and six immense chandeliers. The floor is patterned terrazzo, the wainscoting is black Belgian marble, and the columnettes are blue Belgian marble.

Omaha's first Union Station (above, circa 1909) opened in 1899, two blocks east of its competitor on 10th Street, the Burlington Train Station. In 1931, the world-class Art Deco station, with its Great Hall (inset), opened across from the Burlington. Today, the station's caretaker, Durham Museum, has nearly completed its restoration of the architectural marvel.

INSET OF DURHAM MUSEUM COURTESY DURHAM MUSEUM/HISTORIC PHOTO OF ORIGINAL OMAHA UNION STATION COURTESY THE DURHAM MUSEUM PHOTO ARCHIVE

The last train left this station at 2 a.m. on May 2, 1971, and two years later, Union Pacific gifted the magnificent building to the city of Omaha, which opened the Western Heritage Museum in 1975. Twenty years later, a $22 million restoration project restored the inside, and in 1997 the museum was renamed in honor of Charles and Margre Durham, who had been instrumental in the redo.

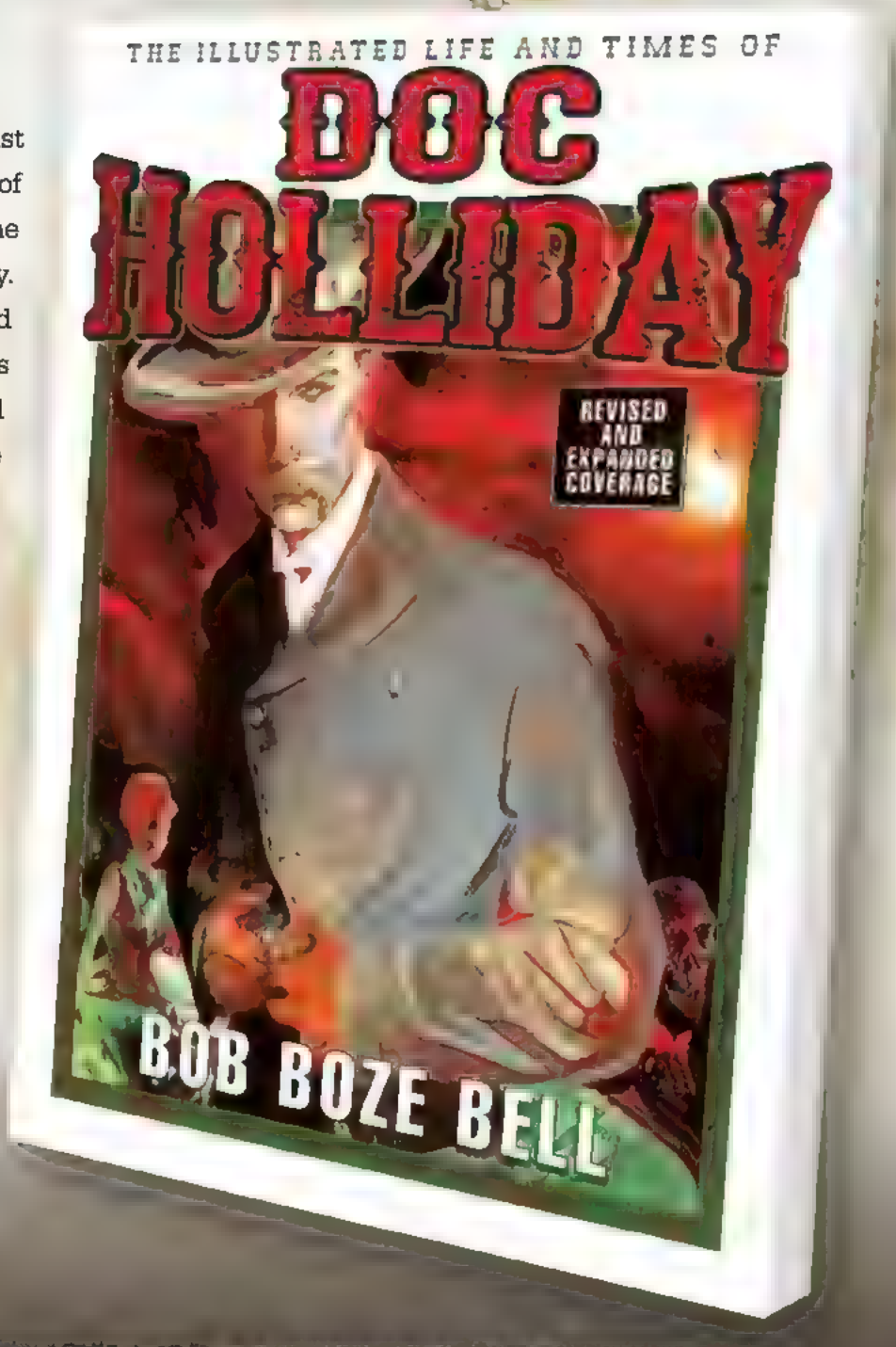
Its permanent collections include a display on all 10-passenger depots that Union Pacific once had in Omaha, as well as model trains. Also family histories, from the days of the Omaha Tribe to settlers. Plus, there are souvenirs from the 1898 Trans-Mississippi and International Exposition in Omaha that drew 2.6 million visitors.

Currently on display through July is "After Promontory: 150 Years of Transcontinental Railroading," a photographic exhibit in cooperation with the Center for Railroad Photography & Art.

If you go, you might hear a "little noise" from the exterior restoration, but Brummer jokes it's just evidence that "We're actively preserving history."

Jana Bommersbach has earned recognition as Arizona's Journalist of the Year and won an Emmy and two Lifetime Achievement Awards. She cowrote the Emmy-winning *Outrageous Arizona* and has written two true crime books, a children's book and the historical novel *Cattle Kate*.

Just Finished In Time For The Holidays



Bob Boze Bell has just completed the third edition of his definitive chronicle on the life and times of Doc Holliday. This completely updated version fills in the gaps bringing forth all the untold stories and discoveries since the first edition was published 24 years ago. *The Illustrated Life and Times of Doc Holliday*, Third Edition, is in full color and features a wide array of Bell's amazing art depictions of the American West's most beloved gunslinger.

Order your copy today!

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TRUE WEST

The Alamo

The extent of commercial development around the Alamo—and the symbolic importance of "The Shrine of Liberty"—made the Alamo Plaza the perfect place for publicity-conscious President Theodore Roosevelt (center, left, leaning forward) who visited the Mission City for a Rough Riders Army Reunion on April 7, 1905.

Under Siege

Gary Foreman has fought a lonely battle over the decades—and may be about to win the war.

BY MARK BOARDMAN

For many baby boomers, the lasting image of the Alamo comes from the '50s. The 1950s. Fess Parker is the title character in *Davy Crockett: King of the Wild Frontier*. And the last view we have of him—Davy is on the roof of the church, out of bullets, swinging his rifle "Old Betsy" as a club, bravely (and futilely) holding off the Mexican hordes.

The oldest known photograph of the Alamo (above) is a daguerreotype taken in 1849.

COURTESY CENTER FOR AMERICAN HISTORY, UNIVERSITY OF TEXAS AT AUSTIN

The U.S. Army restored the battle damaged Alamo (top) and plaza for use in the 1850s, adding the famous "hump" to the church's front profile (bottom, circa 1860s)

IMAGES COURTESY TRUE WEST ARCHIVES

Ignore the fact that Davy didn't die on the roof, there was no roof on the church (and no hump on the façade, either). Davy's last stand was the symbol of heroism and the fight for freedom. And that church was the Alamo.

Gary Foreman was one of the boomers who saw that show. Like so many, he was enthralled by the story and the place. Little did he know, at the time, that the Alamo would take a central point in his life—that, in a figurative sense, he'd be making his own stand against ignorance and political and bureaucratical quagmires.

It really kicked in nearly 27 years after the Disney program.

A Taxicab Epiphany

"There was one precise moment in time—April 3, 1982—I was photographing the Alamo Church while standing in the street directly in front (it was open to traffic then) and I was almost plowed over by a taxi, forcing me to jump to the curb. When I got up to comprehend what happened, a voice out of nowhere told me, 'YOU need to do this.' Hearing that 'voice' changed the direction of my life."

And the direction of the Alamo.

Foreman began serious study of the events and the place, and discovered that the historic mission was more than just the surviving church and the long barracks. The modern Alamo is just one-third of the compound from 1836. The mission had extended dozens of yards in each direction, across now-modern streets and into newer buildings. He was angered that defenders died at spots now occupied by tourist attractions. Ripley's Believe It or Not! Odditorium, Louis Tussad's Wax Museum and Guinness World Records Museum stood on Alamo Plaza, directly across from the Shrine of Liberty and Cenotaph Monument.

So he began formulating plans and bending ears. This was more than a project, it was a calling, a quest, and "the voice" that had spoken to him wouldn't shut up.

Foreman's vision wasn't exactly welcomed when he presented it in 1984. Peggy Dibrell, chair of the Alamo Committee of the Daughters of the Republic of Texas, was dismissive. "Mr. Foreman doesn't understand that this is a

The Army remained in the Alamo in the late 1860s (top) until leaving the compound in 1876. Soon thereafter the Catholic Church sold the adjacent convent to Honore Grenet, who remodeled it into a grocery store with a bar, leasing the church as a warehouse. In 1886, Grenet's estate sold the business and it became Hugo & Schmeltzer grocery.

IMAGES OF THE ALAMO FROM TOP TO BOTTOM COURTESY YALE UNIVERSITY'S BEINECKE RARE BOOK & MANUSCRIPT LIBRARY, CA. 1868S; HYPL, CA. 1870S; HYPL, CA. 1870S; 1880S AND YALE UNIVERSITY'S BEINECKE LIBRARY, 1885

sacred shrine. He wants to turn the Alamo into a tourist trap," she said. "Besides, Mr Foreman is not a Texan."

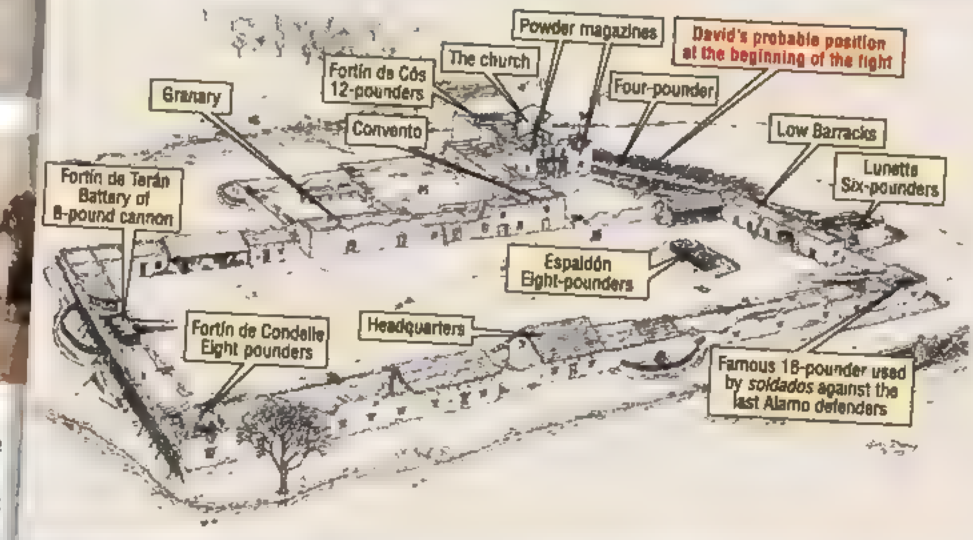
That's true. Foreman and his wife are based in the Chicago area. But there were plenty of people—in Texas and beyond—who were (and are) just as concerned about the shrine, not only as a symbol of Texas liberty but also as a monument to men who were willing to sacrifice their lives in the service of freedom. It's a universal message that attracts around 1.7 million visitors annually from around the world.

A Voice in the Wilderness

But that universal idea didn't catch fire, even locally. Gary and Carolyn Foreman—she organized research and other documents and provided a kinder, gentler voice to the campaign—spent most of their time at Native Sun Productions, their documentary film business. As they could, they preached the gospel of the reborn Alamo, using displays, graphics, maps and battlefield tours to get the word out.

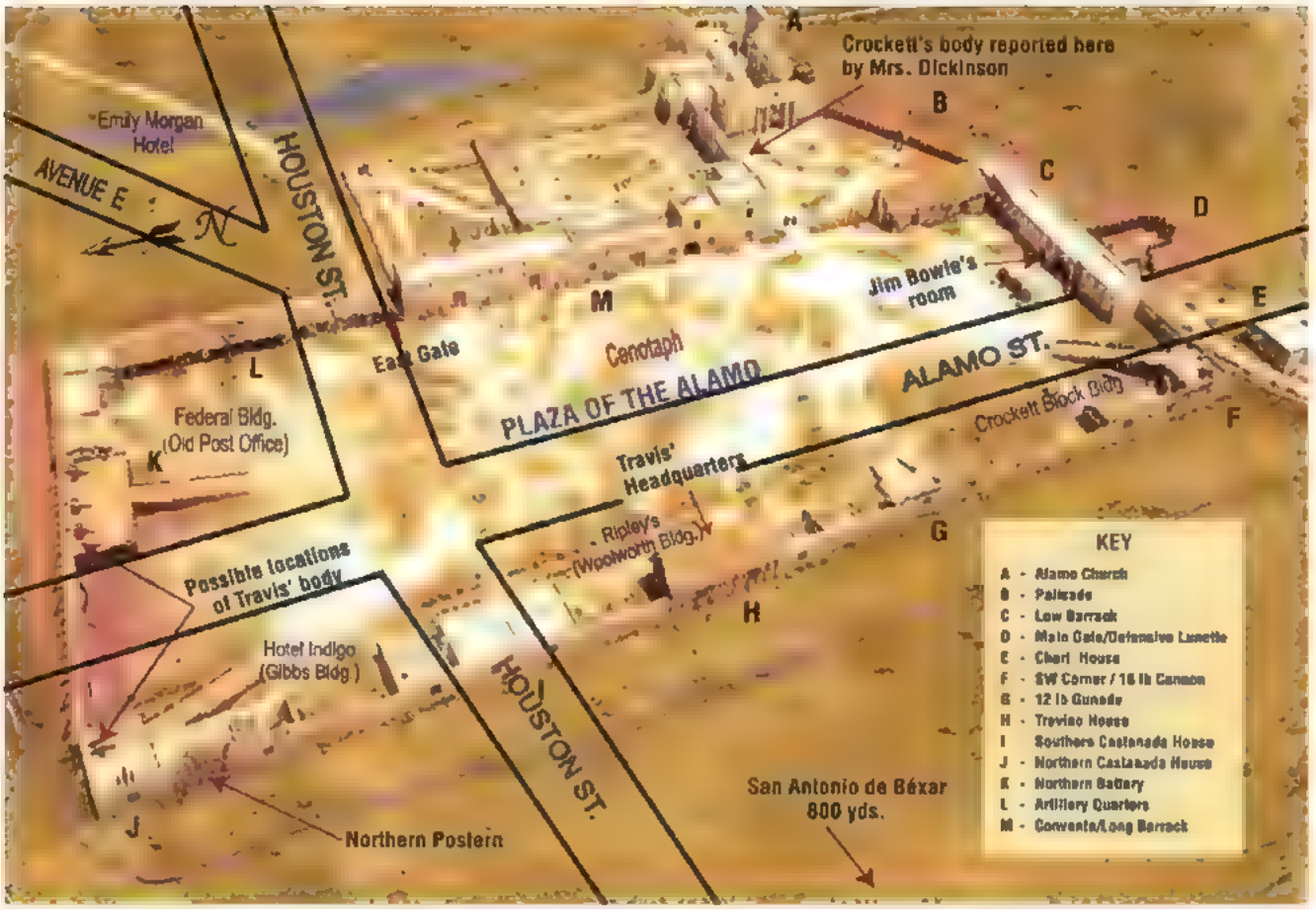
And many heard his call, including Fess Parker, the Davy Crockett who first introduced the Alamo to Foreman, and later musician Phil Collins, who, like Foreman, owed his passion for the mission to the Disney series in the 1950s. But hearing is not necessarily acting. Nothing happened for nearly 25 years. At that point, the renewal of the Alamo came front and center.

So what changed? Why did so many different groups agree to (mostly) put aside their differences and transform the Alamo? No surprise—there's no agreement on that. Gary Foreman says his 2006 documentary *Alamo Plaza: A Star Reborn* was the catalyst. Others say it was the state's 2015 decision to boot the Daughters of the Republic of Texas from its role as caretaker of the Alamo, after more than a century. The DRT was accused of neglecting Alamo maintenance and misusing funds, which the



The Alamo compound on March 6, 1836, shows the extent of the defenses and battlefield that stretched well beyond the boundaries and walls of the church. The advocates for major Alamo restoration, including Gary Foreman and Alan C. Huffines, would restore the broader historical boundaries of the church and its plaza to its original configuration.

ARTWORK BY GARY ZABOLY. BATTLE INFORMATION FROM "SANTA ANNA'S CAMPAIGN AGAINST TEXAS 1835-1836" BY RICHARD G. SANTOS; "TEXIAN ILLIAD: A MILITARY HISTORY OF THE TEXAS REVOLUTION" BY STEPHEN L. HARDIN; AND "BLOOD OF NOBLE MEN" BY ALAN C. HUFFINES



organization denies. Some give credit to Texas Land Commissioner George P. Bush, who staked his political credibility on rebuilding the Alamo. Still others believe it was a decision by state and local governments to cooperate—finally—on plans to preserve and expand the Alamo.

The Project Gains Momentum

Whatever. Over the last four years, various commissions and committees have come up with proposals—several remarkably close to what Gary Foreman put forth years ago (see "The Alamo Master Plan," p. 20). The city of San Antonio is leasing the historic site from the state of Texas for 50 years, at no cost, with two 25-year extensions after that. And last November, the city council approved a $450-million renovation project. The state will kick in $106 million, the city will provide $38 million, and the rest will come from nonprofits. If all goes as planned, the work will be done in 2024—the 300th anniversary of the Mission San Antonio de Valero, the origins of the Alamo.

Interestingly, Foreman was not included on any of those committees.

Make no mistake, most folks know just what he's done, including Alamo

As an economic and railroad hub of south central Texas, San Antonio experienced rapid growth from just over 53,000 citizens in 1900 to over 161,000 in 1920. Between 1909 (left) and 1919 (far left) the old Alamo Plaza began to be developed and modernized for auto traffic.

IMAGES COURTESY LIBRARY OF CONGRESS

The national—and international—Davy Crockett craze fueled by Walt Disney's *Davy Crockett* (top) and John Wayne's *The Alamo* (above) fueled tourism and influenced the development of the Alamo Plaza in San Antonio in the 1950s and 1960s

DAVY CROCKETT IMAGE COURTESY PAUL A. HUTTON COLLECTION; THE ALAMO MOVIE STILL COURTESY BATJAC PRODUCTIONS

CEO Douglas McDonald, "Gary Foreman has been the persistent visionary who has challenged everyone to understand that the Alamo story is a large historical narrative on a marginalized site He has inspired, and tormented, others to think larger The Alamo appreciates his engagement, counsel and passion."

Yes, McDonald said "tormented." Others, at least in private, say Foreman has done himself no favors One Alamo booster says he could be arrogant and abrasive, which turned off many people And as a result, it was nearly impossible to gain political support for the project.

Other forces took up the banner at that point. And they've reached a point where victory is in sight.

For his part, Foreman is of two minds. He's pleased and proud of what he and others have accomplished. At the same time, he can't relax. He's still fighting over the possible location of the planned museum and worries that the Alamo could become an urban park, not a true historical site. Those who don't see things his way? "Tiny provincial minds who are afraid of change," he says.

For Gary Foreman, the battle isn't over. He still stands on the parapets, clubbing the enemy with the long rifle of his passion, determined to win total victory or go down trying. Davy Crockett—or Fess Parker—would understand.

The first skyscraper to cast a shadow across the Alamo was the neogothic San Antonio Medical Arts Building, which opened in 1926. Today, it is the conveniently located Doubletree Emily Morgan Hotel.

COURTESY LIBRARY OF CONGRESS

Mark Boardman is the features editor at *True West* and editor of *The Tombstone Epitaph*

In 1917–18, billboards, auto traffic and commercial development on and around the Alamo, the Crockett Block and Alamo Plaza portends the future of the historic district.

COURTESY PAUL A. HUTTON COLLECTION

Who will win the current battle over the Alamo's preservation, presentation and renovation? A compromise between all parties is probably a better solution for an outcome than the end result of the Battle of the Alamo in 1836

ALAMO: QUICK FACTS

Ownership: State of Texas.

Operation: The Daughters of the Republic of Texas oversaw the site from 1905 until 2015, when the State of Texas took control.

Budget: Approximately $5 million per year. More than 90 percent comes from gift shop sales. Special projects and capital improvements are funded by private grants.

Tourism: Approximately 1.7 million visitors each year.

Admission: Free.

THE ALAMO MASTER PLAN

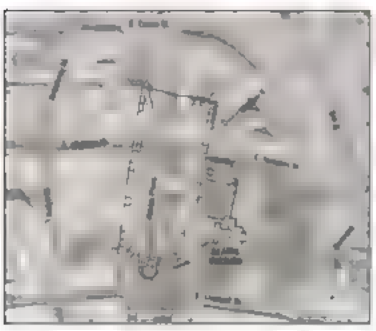
Wholesale changes are coming to the mission.

Texas historian Alan Huffines, a member of the Citizen Advisory Committee for the Alamo Master Plan, provided the group's most recent wish list.

The Master Plan includes:

1. Closing all streets and leveling the plaza.
2. Delineating or restoring original footprint of 1836, where applicable.
3. Putting cannon in the battery at known positions with proper fortifications.
4. Bulldozing Alamo Hall and "gift shop."
5. Repurposing the church and convent (long barracks)—the existing buildings—to interpret how they were used during the siege, not as museums; nothing will hang from the church walls anymore.
6. Creating an Alamo Museum in the Crockett or Federal building.
7. (Hopefully) demolishing the Woolworth block and restoring the west wall.
8. Developing a functioning acequia, the historic irrigation system.
9. Removing faux walls around property as well as the gabled arcade running off the south side of the church.
10. Restricting public access to a single entrance, at the south end, rather than the open plaza. No one will ever have to pay to visit the Alamo. Museum will charge a fee.
11. Banning demonstrations on the plaza.
12. Restoring and moving the Cenotaph to a more appropriate location in front of the restored gate.
13. Restoring and preserving the extant buildings.
14. (Hopefully) removing the botanical gardens behind the church, where several skirmishes occurred and need to be properly interpreted.
15. Possibly moving the historic Crockett Building, allowing access to the majority of the west wall.

A bird's eye view, looking north, of the initial proposal for the Alamo Plaza (above) created by Gary Foreman (inset) in 2009. He stresses that he is still receptive to ideas for how to best reconstruct the Alamo to its historic battle era configuration. At right is an overview of the Foreman proposal that shows the outlines of original Alamo church



Gary Foreman's plan (left) calls for tearing down the buildings on the left and running the wall through the old post office, at the top

THE ALAMO HISTORY

1724
Construction begins on Mission San Antonio de Valero—the Alamo—at current site

1836
Battle of the Alamo

1850
The U.S. Army adds the famous rounded peak to the front of the Alamo church.

1883
Catholic Church sells current Alamo property to State of Texas for $20,000.

1884
State of Texas grants guardianship of Alamo church to city of San Antonio.

1905
State of Texas purchases Alamo convent (Long Barrack), then grants custody of that and church to the Daughters of the Republic of Texas.

1913
The upper story of the two-story convento was demolished in another chapter of the fight between Adina de Zavala and Clara Driscoll.

1927-37
State and city acquire property adjacent to the Alamo.

1948
Construction and dedication of Alamo Cenotaph memorial.

1960
Alamo designated National Historic Landmark, the same year John Wayne's film premieres.

1966
Alamo listed on National Register of Historic Places.

1977
Alamo Plaza Historic District approved by National Register.

1994
Alamo Plaza Study Commission appointed. Alamo East Street closed to vehicular traffic.

1997
Dedication of Wall of History.

2008
Alamo audio tour provided to visitors.

2015
State of Texas takes control of Alamo from Daughters of Republic of Texas.

2016
City of San Antonio and State of Texas agree to the master plan to restore the Alamo.

The State of Texas manages the Alamo through the State Land Commission, headed by George P. Bush.

BY WILLIAM GRONEMAN III

WOMEN OF THE ALAMO

THE WOMEN AND CHILDREN WHO SURVIVED THE LEGENDARY BATTLE AT THE MISSION SHOULD BE REMEMBERED FOR THEIR COURAGE AND VALIANT ACTIONS.

We remember the Alamo siege and battle for the men who died there. Not as well remembered are their families who endured the thirteen-day siege and final battle alongside them. Gunfire had barely ceased in and around the Alamo on the morning of March 6, 1836, when Mexican soldiers gathered a group of traumatized, frightened women and children and led them from the fort.

Facts about the Alamo survivors have blurred over the years due to conflicting accounts, editorializing by interviewers, failing memories and some hostilities among certain survivors. Most of the women and their children endured the battle in a back room of the Alamo church. A few sheltered in other parts of the fort. Most were lucky enough to have lived through the early morning fight.

Susanna Dickinson receives the most attention as a survivor of the Alamo. Many early newspaper articles and histories incorrectly recorded her as the sole survivor. Wife of artillery officer Almeron Dickinson, she survived the battle with her young daughter Angelina. Susanna left a number of conflicting accounts of the Alamo over the years, which keep Alamo historians scratching their heads to this day. She remembered her husband rushing into the room to inform her that the Mexicans were inside the walls. He implored her to save their child if the enemy spared her. He returned to the fight and she never saw him alive again. In a later account, she told of 17-year-old Galba Fuqua of Gonzales running into her room to convey a message to her. Unfortunately he could not speak, since a bullet had broken his jaw. After several attempts he rushed back to the battle.

Susanna left stories of seeing one or more of the Alamo garrison, and maybe two young boys, bayoneted to death after they sought shelter in the non-combatants' room. Names and numbers vary in her accounts. She may have witnessed her husband's body being bayoneted by Mexican soldiers, and may have been wounded in her calf by a stray bullet as she left the Alamo church after the battle. She, along with Joe, the slave of Alamo commander William Barret Travis, later verified the news of the Alamo's fall to General Sam Houston.

Susanna lived out her life in Texas, marrying four times. She and her last husband, Joseph W. Hannig, prospered in real estate and other enterprises in Austin in the 1870s. She died there on October 7, 1883, at the age of sixty-eight.

Ana Salazar Esparza, wife of Pvt. José María (Gregorio) Esparza, along with four, possibly five, children sheltered in the same room of the Alamo church as Susanna Dickinson. The Esparzas entered the Alamo at twilight on the first day of the siege. Her story comes to us from several interviews given years later by her oldest son, Enrique. As with the Dickinson accounts, the stories conflict, and it remains unclear whether the Esparzas had an infant daughter with them in the fort. Enrique mentions an infant in some accounts. In others he mentions an older, 10-year-old half-sister, María de Jesús Castro, by his mother's previous marriage to Victor de Castro. Besides Enrique and María, Ana had the care and safety of her other sons, Manuel and Francisco, and possibly the infant daughter, on her mind throughout the 13-day siege.

Mexican soldiers took Ana and her family along with most of the other survivors to the house of Ramón Músquiz in San Antonio and placed them under guard. At about eight o'clock in the morning Ana defied the guards and rummaged about the Musquiz house for food to feed her hungry children and other survivors. A very jumpy Señor Músquiz convinced her to stay put and provided food for his guests.

It is said that after the release of her family, Ana returned to her home and wept for many days. She passed away on December 12, 1847.

Juana Navarro Perez Alsbury; her younger sister, Gertrudis Navarro; and Juana's 11-month-old son, Alejo Perez Jr., probably entered the Alamo under the protection of Jim Bowie, they being the cousins of his late wife Ursula Veramendi. Juana, who had recently lost her first husband and possibly a young son Encarnación to cholera, married Doctor Horace A. Alsbury in January 1836. Bowie sent Alsbury from San Antonio on a scouting mission or to drum up reinforcements for the garrison.

During the siege Juana and her small family occupied a room along the Alamo's west wall, apart from the other women and children. As Mexican troops cleared room after room on the morning of battle, Juana directed Gertrudis to open their door

From the battle cry "Remember the Alamo!" to modern times, the legend of the Battle of the Alamo on March 6, 1836, has inspired generations of artists to interpret the drama of the Texas revolutionaries defending the Alamo Mission and its inhabitants—many of them women and children—against the onslaught of Mexican General Santa Ana's forces.

"BATTLE OF THE ALAMO" BY PERCY MORAN, CA. 1912, COURTESY LIBRARY OF CONGRESS

to show the soldiers that women and children were present. A soldier grabbed Gertrudis's shawl and pursued her into the room, demanding her "money or her husband!" She cried that she had neither as the soldiers ransacked the room taking money and personal possessions left there for safekeeping by some of the Alamo's officers. Juana described a man named Mitchell running into the room to protect her and her sister. She also recalled a young Tejano defender run in seeking shelter. Both died by bayonets before her eyes.

A Mexican officer entered the room and took the terrified young ladies and baby outside where the battle raged. As things quieted they cautiously made their way back to the room but were hailed by a Mexican soldier, the brother of Juana's late husband, who took them into his protection.

She and Horace Alsbury reunited in May 1836, following the Texans' April 21, 1836, victory over Santa Anna at San Jacinto. Alsbury died in the Mexican War in 1847 and Juana married again, this time to her first husband's cousin, Juan Perez. She passed away on July 25, 1888.

Her son, Alejo Perez, holds the distinction as the longest living known survivor of the Alamo battle. He became a member of the San Antonio Police Department, lived until 1918 and died at the age of 83.

Nineteen year-old Gertrudis Navarro survived the battle with her sister. Five years later she married José Miguel Felipe Cantu, and lived the next half-century in San Antonio. She died in April 1895.

Forty years after the Alamo's fall, Susanna Hannig (Dickinson) reported somewhat bitterly that Juana and Gertrudis escaped to the enemy during the siege, about two days before the battle, and betrayed the condition of the garrison. This accusation has never been verified.

Tennessee native **Susanna Wilkerson Dickinson** (left) was in her early twenties when she and her 15 month old daughter, Angelina, found refuge at the Alamo on February 23, 1836 After the Alamo battle, they were considered the only survivors

ALL PHOTOS COURTESY TRUE WEST ARCHIVES UNLESS OTHERWISE NOTED

Concepción Charlí Gortari Losoya had lived in the southwest corner of the Alamo compound in her younger years. Her son, José Toribio Losoya, served in the Alamo garrison. She, her younger son Juan and daughter Juana Francisca may have entered the Alamo under the protection of the garrison's Quartermaster Eliel Melton, Francisca's husband. Toribio's wife and child found shelter in town upon the Mexican army's arrival.

Enrique Esparza, entering the Alamo with his family, remembered Francisca Melton drawing circles on the ground with an umbrella. The image remained vivid in his memory since he had seen very few umbrellas. Eliel Melton, a merchant before his military service, possibly had access to such exotic objects as umbrellas. Esparza added that following the battle and before the survivors were brought before Santa Anna, Francisca—through her brother Juan—asked Ana Esparza not to reveal to Santa Anna that she had married an American. Ana reassured her and told her not to be afraid. Esparza always remained a bit indignant about this since he felt that Francisca looked down on his mother and never acknowledged her in the past.

He remembered a Victoriana de Salinas and three small daughters as surviving the battle but provided no further details on this family or why they were in the Alamo. He only stated that he remained acquainted with two of the girls in later life.

Petra Gonzales, an older woman known as Doña Petra to Esparza, may have been a relative of Ana Esparza. Both her paternal grandmother and her maternal grandfather were named Gonzales.

Esparza also identified a young girl, Trinidad Saucedo, as being with Doña Petra and described her as " very beautiful," in an interview in 1907. In an earlier 1902 interview he stated that she left the Alamo during an armistice in the siege A census report of Bexar—Barrio del Norte, March 19, 1826, lists a Trinidad Saucedo as a 17-year-old servant in the household of Don Juan de Beramendi [Veramendi] and Josefa Navarro, the family who raised Juana Navarro Perez Alsbury. This Trinidad, 27 at the time of the battle, may have entered the Alamo with Alsbury and her sister.

Gertrudis Navarro (above) and her sister Juana Navarro Alsbury witnessed the deaths of two of the Alamo garrison. Jim Bowie was most likely responsible for the Navarro sisters being present at the battle, as they were kin of his late wife, Ursula Veramendi, and Bowie had sent Alsbury's husband on a mission for reinforcements

Enrique Esparza (above) was eight years old during the Battle of the Alamo His father, Pvt Jose M Gregario Ezparza, was killed during the fight with the Mexican army Enrique told a reporter in 1907, "Neither age nor infirmity could make me forget for the scene was one of such horror that it could never be forgotten "

Another census report of Bexar Barrio Sur, July 9, 1830, lists a 16-year-old Trinidad Saucedo in the household of Don Erasmo Seguin, making her 22 years old at the time of the battle Erasmo's son, Capt. Juan N Seguin, served as an officer of the Alamo garrison until sent out by Travis for reinforcements, the highest-ranking officer to have left the Alamo during the siege. Trinidad of the Seguin household may have been the one remembered by Esparza.

William Neale (1807-1896) a former mayor of Brownsville, Texas, told the story of Bettie to Texas Ranger and historian John S Ford. He related that Bettie, a black slave, who claimed to have been Jim Bowie's cook, arrived in Matamoras, Mexico, with the Mexican army after the battle of San Jacinto. Neale hired her and she remained with him for one to two years. According to Neale, Bettie survived the battle along with a male slave, Charlie, in the kitchen of the Alamo After her time with Neale, fearful that she would be carried back to Texas in slavery, Bettie disappeared into Monterrey when Texan warships cruised near the mouth of the Rio Grande

In his memoirs, John S. "Rip" Ford also related an account by Juana Alsbury in which she stated that after the battle, she and her sister Gertrudis were placed in the charge " . of a colored woman belonging to Col. Bowie and the party reached

For decades **Madam Andrea Castañón Villanueva Candelaria** (left) enthralled visitors to San Antonio with ever changing stories of the Alamo. Historians today doubt her presence during the battle. Well known for her social work with orphans, the infirmed and sick, the state of Texas awarded her an Alamo pension of $12 a month in 1891. She died at the age of 113 in 1899.

Daughter of Susanna and Almeron Dickinson, **Angelina Dickinson** (right) was one of at least 10 child survivors of the battle. The state of Texas later honored her as "The Babe of the Alamo."

the house of Don Angel Navarro in safety." Could this have been Bettie?

Finally, Joe, Travis's slave, reported that one woman died in the Alamo battle. A correspondent for *The Frankfort (Kentucky) Commonwealth* stated in a May 25, 1836, letter, "Only one of the Negroes was killed—a woman—who was found lying dead between two guns. Joe supposes she ran out in her fright, and was killed by a chance shot." Independent research by Ron Jackson and the late Thomas Ricks Lindley provide possible identification of this victim.

Ezekiel Hays petitioned Mexico six times in 1831-'32 for the return of a young mulatto slave named Sarah. According to his petitions she ran off to Texas with Patrick Henry Herndon. Herndon likely rode to the Alamo with the men under Jim Bowie. He died there, possibly with Sarah, the only couple to have lost their lives together at the Alamo.

The women survivors, along with their children, appeared before Santa Anna after the battle. He interviewed them, gave each two silver dollars and a blanket, and released them, these little-remembered participants of a well-remembered battle. ★

William Groneman is a former New York City Firefighter, and a Western Writers of America sustaining member. He is author of *Eyewitness to the Alamo.*

The youngest and longest surviving noncombatant of the Alamo battle, **Alejo de la Encarnacion Pérez Jr.**, was the son of Juana Navarro Alsbury and her late husband, Alejo Pérez Sr. Alejo Jr. was just short of his first birthday on March 6, 1836, and lived until 1918, dying at the age of 83. His grave is marked with a Texas Historical Commission headstone (left) in San Antonio's San Fernando Cemetery #1.

Francisco Ezparza, Enrique's younger brother, settled in Atascosa County in the 1850s. Farmers and ranchers, they helped build San Augustine's Catholic Church. During the Civil War, Francisco fought for the Confederacy and rather than return to Texas, he moved to the Anzona Territory and started a new family in Tucson.

THE WOMEN OF THE ALAMO AND THEIR CHILDREN

Bettie

Juana Navarro Perez Alsbury
Son: Alejo Perez Jr.

Susanna Dickinson
Daughter: Angelina Dickinson

Ana Salazar Esparza
Daughter: Maria de Jesús Castro
Son: Enrique Esparza
Son: Francisco Esparza
Son: Manuel Esparza
Possibly an infant daughter

Petra Gonzales

Concepción Charlí Gortari Losoya
Son: Juan Losoya

Juana Francisca Losoya Melton (daughter of Concepción Charlí Gortari Losoya)

Gertrudis Navarro

Sarah (possibly the only woman killed in the Alamo battle)

Victoriana de Salinas
Three small daughters

Trinidad Saucedo (may have left the Alamo during the siege)

BY STEVE FRIESEN

THE TRAGEDY OF TEXAS JACK

TEXAS JACK OMOHUNDRO AND GIUSEPPINA MORLACCHI'S DOOMED ROMANCE

TEXAS JACK could have been the person about whom the phrase "tall, dark and handsome" was coined. And Giuseppina Morlacchi was a heartbreaker. She was a ballet dancer from Italy and he was a cowboy from Virginia. Born John Burwell Omohundro, he later decided that "Texas Jack" was a lot easier for people to remember, and pronounce. She moved to the United States at age 21 to perform and never left. Theirs became a fairy tale romance, forged in the imaginary West of the stage but eventually broken in the real West.

After fighting on the side of the Confederacy under Gen. J.E.B. Stuart, John Omohundro moved to Texas at the end of the war. There he got involved with cattle herding, driving cattle north along the Chisholm Trail to railheads in Kansas several times. It may have been on one of those drives that he made the decision to relocate once again, moving first to Fort Hays, Kansas, and then to the North Platte, Nebraska, area. Drawing on his past experience, including time spent as a scout during the Civil War, Omohundro picked up odd jobs scouting, hunting and guiding. He also became "Texas Jack."

In 1869, Texas Jack met William F. "Buffalo Bill" Cody, who was also scratching out a living scouting, hunting and guiding. They became fast friends, scouting together for the Army and engaging in hunts with the likes of the Earl of Dunraven and Grand Duke Alexis of Russia. They also caught the attention of dime novelist Ned Buntline. In late 1872, their fortunes changed when he invited them to become stars of *Scouts of the Prairie*, a play he was creating. The cast was strengthened by the presence of the noted ballerina and actress Mademoiselle Giuseppina Morlacchi.

Born in Italy, Morlacchi was the same age as Texas Jack and Buffalo Bill. She became a classically trained dancer, traveling throughout Europe until her American ballet debut in 1867. She introduced the can-can to the country the following year. A fine actress as well, she was soon appearing in the major cities of the American Northeast. Just weeks before his buffalo hunting expedition with Buffalo Bill and Texas Jack, the Grand Duke Alexis saw Morlacchi on stage. Buntline also saw her and recruited her to join his new play.

Giuseppina did not come alone to the United States. She was accompanied by her manager of five years, John Burke, who was smitten by her. He had presented her with rings and was planning on settling down with her in a house in Lowell, Massachusetts. Those dreams ended when she met Texas Jack. For the Virginian and the Italian, it was love at first sight. She returned the rings to John Burke and pledged herself to John Omohundro. Heartbroken, Burke wore the rings and never married. Instead of devoting his life to her or to any another woman, he spent it instead promoting his new friend Buffalo Bill. It was a task he pursued until Cody's death.

With *Scouts of the Prairie*'s combination of the two well-known scouts with the lovely and talented Morlacchi, the 1872-73 season of the road show was a resounding success. The relationship between Morlacchi and Omohundro was also a success; they were wed on August 31, 1873. The following year Texas Jack, Morlacchi and Buffalo Bill struck out on their own with a new play, *Scouts of the Plains*, and a new co-star, their friend Wild Bill Hickok.

Hickok, who was never very excited about acting, was the first to leave the combination after several months. The Omohundros parted amicably with Buffalo Bill in 1876 to create their own troupe, re-enacting scenes from the West on stage. They happily toured together for the next several years, with periods of relaxation at the Massachusetts home once desired by John Burke. Finally their show business career took them to Leadville, Colorado, for a series of performances. They decided to stay in the Rocky Mountain West rather than return to Massachusetts.

Three months into their stay, Texas Jack succumbed to pneumonia in Leadville, dying on June 28, 1880. The fairy tale romance had lasted just seven years. Grief stricken, Giuseppina Morlacchi departed for their Massachusetts home, never to return to the stage, and died of cancer six years later.

Author's Note: Texas Jack Omohundro is buried in Leadville's Evergreen Cemetery. In 1908, Buffalo Bill commissioned a permanent granite marker in his friend's honor. In 1994, Omohundro was inducted into the National Cowboy & Western Heritage Museum's Hall of Great Western Performers.

Former Confederate cavalryman Texas Jack Omohundro's stage career and story book marriage to Italian ballerina Giuseppina Morlacchi were cut short by pneumonia in Leadville, Colorado, where he died in 1880 at the age of 33.

ALL IMAGES COURTESY TRUE WEST ARCHIVES UNLESS OTHERWISE NOTED

Steve Friesen, the former director of the Buffalo Bill Museum and Grave in Golden, Colorado, is a regular contributor to *True West* on Buffalo Bill Cody and is the author of *Buffalo Bill: Scout, Showman, Visionary* and *Lakota Performers in Europe: Their Culture and the Artifacts They Left Behind*.

Texas Jack Omohundro poses with his wife and business partner, Italian ballerina Giuseppina Morlacchi, in this colorized publicity photo. It was probably taken shortly after the coup

THIRD EDITION.

BEADLE'S Half Dime POCKET Library

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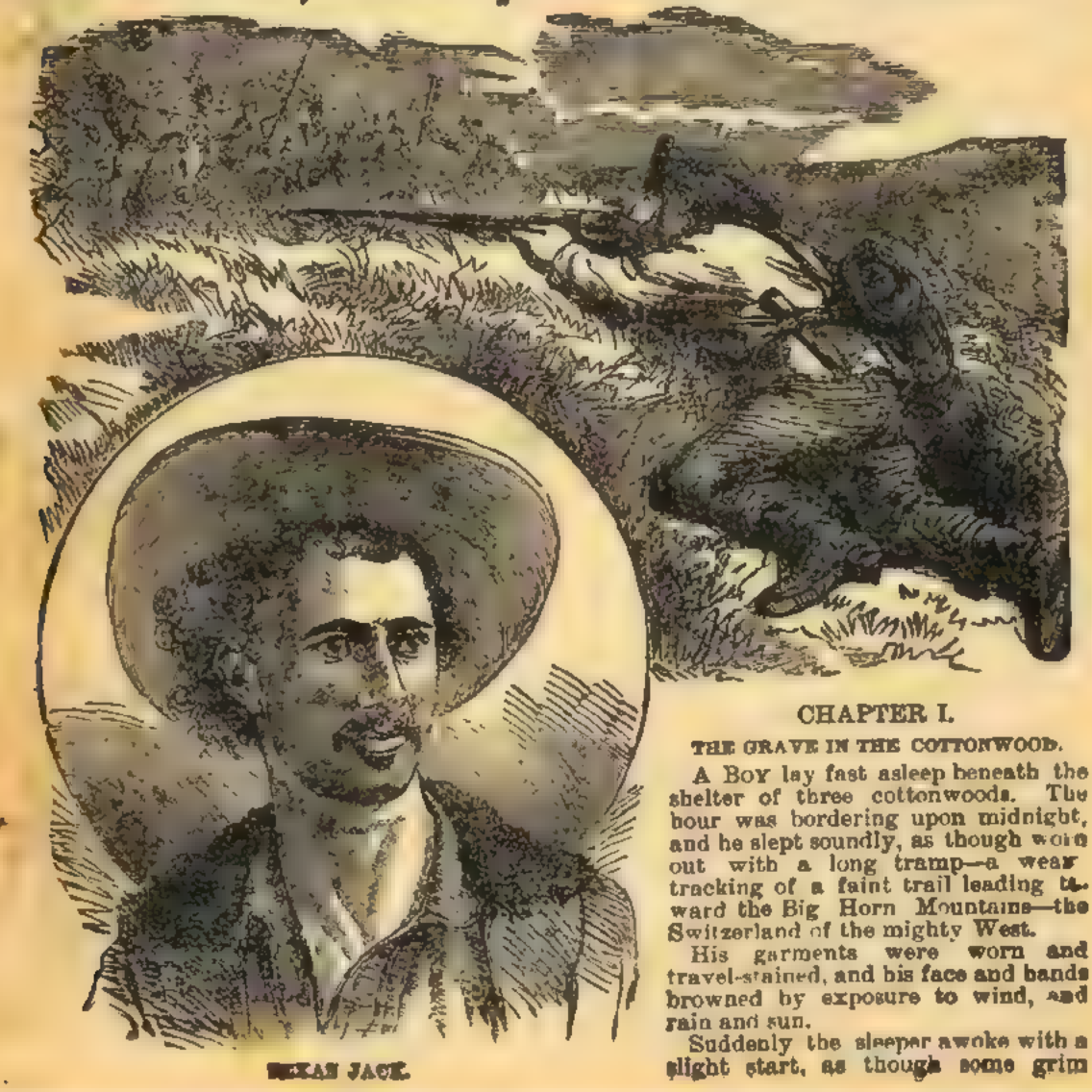
NED WYLDE, The Boy Scout.

BY "TEXAS JACK."
(J. B. Omohundro.)



TEXAS JACK.

CHAPTER I.

THE GRAVE IN THE COTTONWOOD.

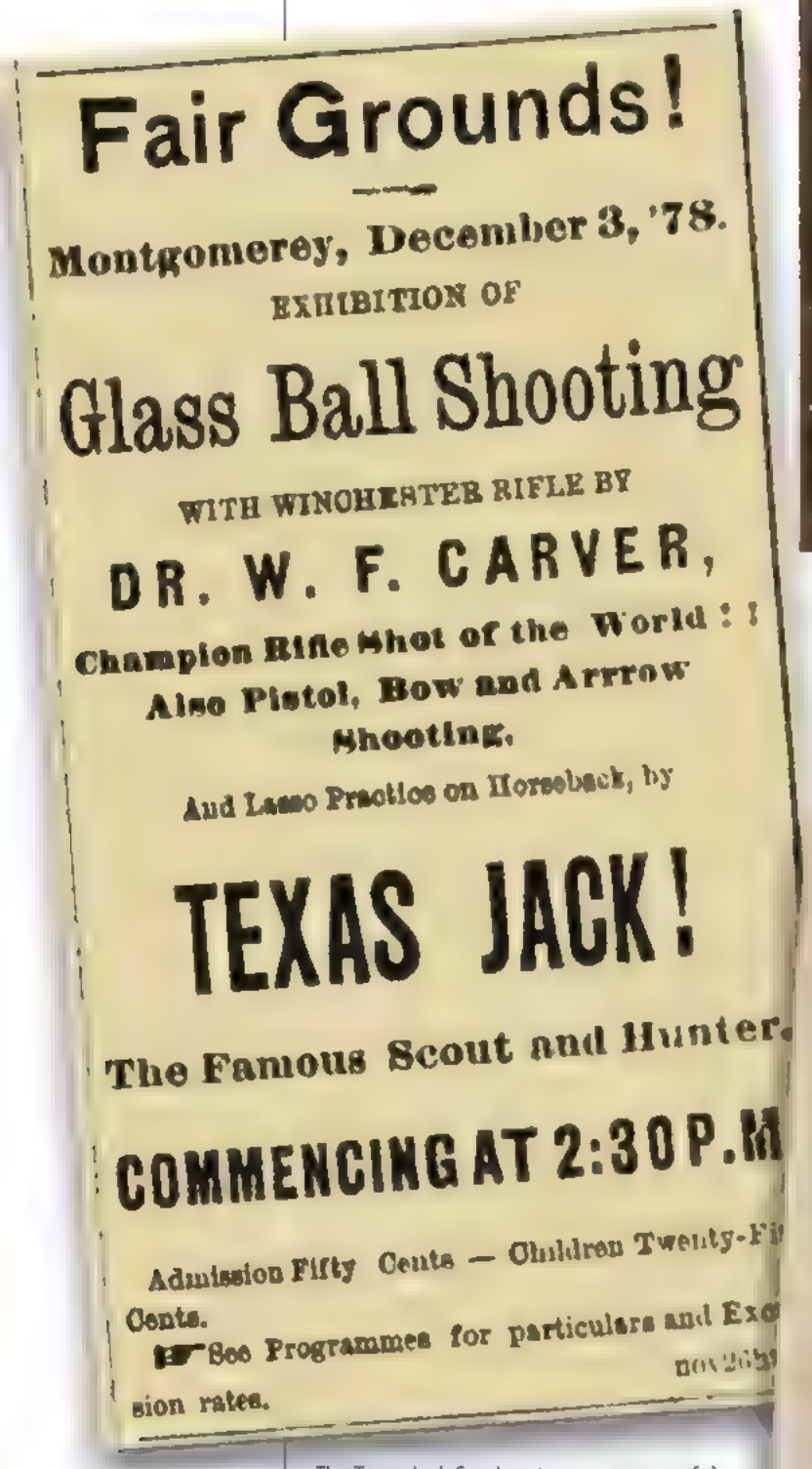
A BOY lay fast asleep beneath the shelter of three cottonwoods. The hour was bordering upon midnight, and he slept soundly, as though worn out with a long tramp—a weary tracking of a faint trail leading toward the Big Horn Mountains—the Switzerland of the mighty West.

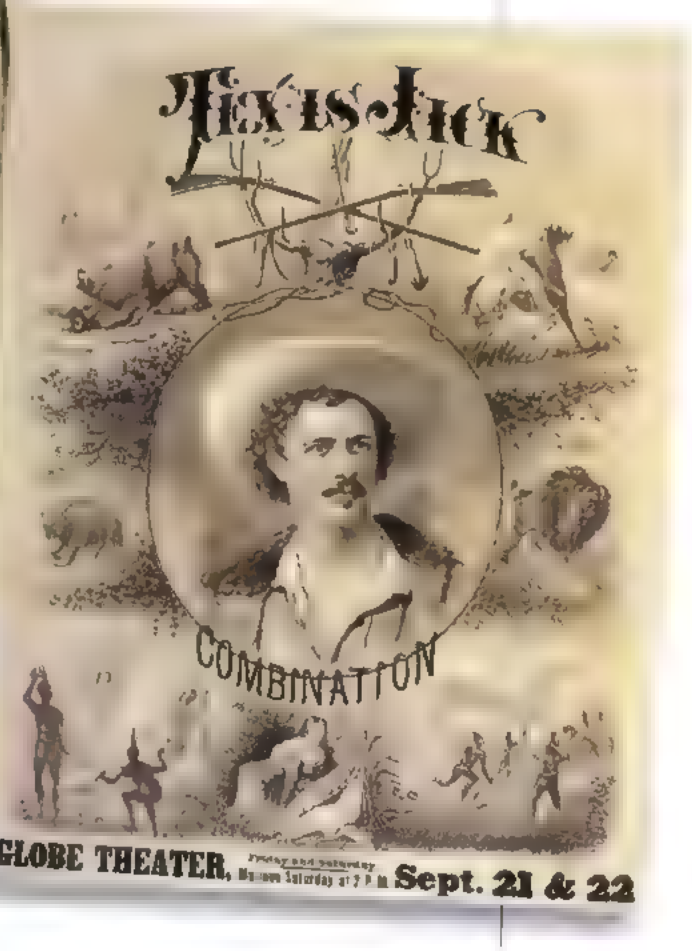
His garments were worn and travel-stained, and his face and hands browned by exposure to wind, and rain and sun.

Suddenly the sleeper awoke with a slight start, as though some grim

Texas Jack was usually the subject of dime novels. In this instance he was credited as author of *Ned Wylde, The Boy Scout*, which was actually ghost written by Col. Prentiss Ingraham and published in 1878

Scouts of the Prairie, a play written by dime novelist Ned Buntline in four hours, debuted in Chicago in December of 1872. In this publicity photo, Texas Jack points at his friend William F. "Buffalo Bill" Cody, who reclines in front of Buntline. The play was the first appearance onstage for all three


Fair Grounds!
Montgomerey, December 3, '78.
EXHIBITION OF
Glass Ball Shooting
WITH WINCHESTER RIFLE BY
DR. W. F. CARVER,
Champion Rifle Shot of the World ! !
Also Pistol, Bow and Arrow Shooting.
And Lasso Practice on Horseback, by
TEXAS JACK!
The Famous Scout and Hunter.
COMMENCING AT 2:30 P.M
Admission Fifty Cents — Children Twenty-Fi
Cents.
See Programmes for particulars and Exc
sion rates.



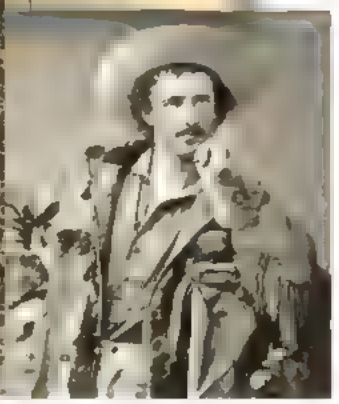
The Texas Jack Combination was successful for Giuseppina Morlacchi and Texas Jack, but they continued to perform separately as well. In 1878, Texas Jack appeared with Dr. W. F. "Doc" Carver, a dentist turned exhibition shooter who he met several years earlier in North Platte, Nebraska. Five years later Carver joined forces with Buffalo Bill to create Buffalo Bill's Wild West.

Texas Jack and Buffalo Bill pose with their friend "Wild Bill" Hickok. Hickok joined them onstage in the play Scouts of the Plains in 1873–74. He preferred gambling to acting and left the show mid-season.

This 1873 cast photo shows the stars of "Scouts of the Prairie" in their stage costumes. Buntline, Cody and Omohundro wear typical frontier scouting attire. Giuseppina Morlacchi has abandoned her ballerina outfit and wears the costume for her role as Dove Eye, an heroic Indian princess.

COURTESY BUFFALO BILL MUSEUM AND GRAVE, GOLDEN, COLORADO

Texas Jack, Buffalo Bill and Wild Bill Hickok shared an equal notoriety when they appeared together on stage in 1873 and 1874. Of the three, only Buffalo Bill survived to achieve show business fame. Within the next six years Hickok would be killed in Deadwood, Dakota Territory, and Texas Jack would die of pneumonia in Leadville, Colorado.



THE LENS OF

A small band of determined photographers captured the humanity and the enormity of the construction of the transcontinental railroad for future generations.

BY STUART ROSEBROOK

Ceremony of Laying Last Rail,
Andrew J. Russell, May 10, 1869
COURTESY OAKLAND MUSEUM OF CALIFORNIA

HISTORY

Since the completion of the transcontinental railroad on May 10, 1869, the entrepreneurial "Big Four" rail barons of the Central Pacific Railroad—Leland Stanford, Charles Crocker, Collis P. Huntington and Mark Hopkins—and Union Pacific Railroad's financier-leader, Dr. Thomas C. Durant, have been equally lauded and vilified for their actions which led to the completion of the Pacific Railroad from Omaha, Nebraska, to Sacramento, California. Despite all of the critical analysis of the railway bosses, they should also be remembered for recognizing the power of a new medium that had gained prominence during the Civil War: photography. Their independent (albeit competitive) decisions to hire photographers to stoke public opinion and financial support of the Central Pacific and Union Pacific's construction led to the hiring of a band of few, unheralded photographers—their names mostly forgotten over time—were both visionary and serendipitous.

As a group, photographers Alfred A. Hart, John Carbutt, Andrew J. Russell, Arundel Hull and Charles R. Savage should be remembered for their skill, craft, ingenuity and perseverance. Each of them—carrying their oversized equipment, cameras, chemicals and glass plates—set out along wagon roads, trails and rails between 1865 and 1869 to chronicle the construction of the railways.

Two photographers stand out: Central Pacific's Alfred A. Hart and Union Pacific's Andrew J. Russell. Rarely in American history, do we owe so much to so few, as we do to these photographers. Without them and their patrons, our photographic window into the faces of the construction workers and railway crews, the rail camps, dozens of new American boomtowns and the enormity of the engineering, would not exist. We would have been denied our present reflection on the grandness and triumph of the Central Pacific and Union Pacific railroads conjoining at Promontory Summit, Utah Territory, 150 years ago.

Bloomer Cut, Near Auburn 800 Feet Long and 63 Feet High
Alfred A. Hart, ca. 1865
COURTESY STANFORD UNIVERSITY LIBRARY

First Construction Train Passing the Palisades, Ten Mile Cañon
Alfred A. Hart, 1868 (Distributed by Carleton Watkins)
TRUE WEST ARCHIVES

Alfred A. Hart

In 1863, the same year the Central Pacific Railroad broke ground, portrait-artist-turned-photographer Alfred A. Hart traveled west from his Cleveland, Ohio, studio to northern California's gold camps and made his first images of the region. By 1864-'65 San Francisco's photo studio of Lawrence & Houseworth had photographer Alfred A. Hart under contract. In 1865, the Central Pacific Railroad leaders purchased over 500 photos from L&H, and in 1866 a series of Hart's photos were released to the New York press. Hart remained the C. P. R. R.'s photographer until the railroad was completed in 1869. In 1870, Hart sold his negatives to fellow photographer Carleton Watkins (who had replaced Hart as the C.P. R.R. photographer), and Watkins published them as the Watkins Pacific Railroad series.

Fortunately, in the intervening 150 years, Hart's massive body of work has been curated by numerous archives, researched, catalogued and identified, although many of the images he made for Lawrence & Houseworth may never be credited correctly. After his tenure with the Central Pacific, Hart returned to portrait painting and other photographic ventures, splitting his time between San Francisco and New York. He struggled financially most of his life and died in poverty in California in 1908.

The following images represent a cross-section of Alfred Hart's photography of the Central Pacific Railroad's construction between 1865 and 1869.

Chinese Camp, Brown's Station
Alfred A. Hart, 1868
COURTESY STANFORD UNIVERSITY LIBRARY

Shoshone Indians Looking at Locomotive on Desert
Alfred A. Hart, 1869
COURTESY STANFORD UNIVERSITY LIBRARY

Salt Lake From Monument Point, 669 Miles From Sacramento
Alfred A. Hart, May 1869
COURTESY STANFORD UNIVERSITY LIBRARY

Andrew J. Russell

Like his Central Pacific rail baron brethren, Union Pacific financier and director Dr Thomas C. Durant realized the power of the press and the new medium of photography In October 1866 he hired photographer John Carbutt to chronicle an executive celebratory Union Pacific train to the end of tracks at the 100th meridian near Cozad, Nebraska. Durant's release of Carbutt's images to the New York press inspired and galvanized financial, public and political support of the U P Over the next two years, photographers Charles R. Savage and Ridgway Glover followed the U.P westward, but neither delivered to Durant what he needed for publicity as Hart was producing for the Central Pacific. (Glover was killed by Sioux Indians outside Fort Phil Kearny during the Red Cloud War 1866, while Savage, a Mormon English immigrant, was primarily a photographer in Salt Lake City)

In early 1868, Durant hired New Yorker Andrew J. Russell, a distinguished Civil War Army photographer, to go west on the Union Pacific and photograph its progress and construction as it raced the Central Pacific to the finish line in the Utah Territory. After the Golden Spike ceremony, Russell continued his career as a photographer and artist. Little is known of Russell's life after 1880, and most likely he was impoverished when he died in 1902 He is buried in Brooklyn, New York.

The following images represent a cross-section of Andrew J Russell's photography of the Union Pacific Railroad's construction in 1868 and 1869

Slaughterhouse Promontory
Andrew J Russell, 1869
COURTESY OAKLAND MUSEUM OF CALIFORNIA

The Wind Mill at Laramie
Andrew J Russell, 1868
COURTESY UNION PACIFIC RAILROAD MUSEUM

Telegraph Corps at Work, Weber Canyon
Andrew J Russell, 1869
COURTESY OAKLAND MUSEUM OF CALIFORNIA

Senator Patterson and Party on Devil's Gate Bridge
Andrew J Russell, 1869
COURTESY OAKLAND MUSEUM OF CALIFORNIA

Laying Last Rail, Promontory
Andrew J. Russell, May 10, 1869
COURTESY OAKLAND MUSEUM OF CALIFORNIA

True West Exclusive

Classic Gunfights

Dead Man Running

Noah Wilkerson vs Robert Meldrum

A Deafening and Scorching Muzzle Blast Opens The Ball

A badman bites the dust in Dixon, Wyoming

ILLUSTRATION BY BOB BOZE BELL

BY BOB ALEXANDER

NOVEMBER 14, 1900

Dixon, Wyoming. The site where Noah Wilkerson met his Maker, mortician and Meldrum—all in the same day!

COURTESY MUSEUM OF NORTHWEST COLORADO

Ruben Flanoah "Noah" Wilkerson stepped out of Joe Emmmer's buckboard, and after thanking him for the ride from Parachute, Colorado, mentally surveyed the settlement of Dixon, Wyoming. Almost straddling the state line just a few miles north of Craig, Colorado, the little town of Dixon might just prove to be the perfect place for a fellow on the dodge to fritter away a day or two during mid-November. It was yet wild untamed country. So the brand new Savage .303 rifle tucked under his arm wouldn't cause notice, not in 1900. And, his long-barreled Colt's 41 six-shooter, well, it was concealed between his outside shirt and an undershirt. Besides, he didn't see any lawmen lurking about. The holiday season was coming on; he could let his guard down and enjoy.

Noah's miscalculation was colossal. On the morning of November 14th, at about nine o'clock, Meldrum learned of a new face in town. He'd take a look. The man fit the description of that wanted guy from Texas, but he couldn't be sure. Saddling up to the stranger, keeping his law-enforcing status under wraps, Bob Meldrum engaged the fellow with a few minutes of small-talk. Though he had given his name as Lee Escue, the deputy was still suspicious. Around the corner and out of sight, a quick glance at the photo in his pocket dispelled any doubt for Bob Meldrum. Lee Escue was, in fact, Noah Wilkerson. Marshaling help from citizen Charley Ayer, deputy Bob jumped.

In front of Perkins' Store, Meldrum told Wilkerson "Throw up your hands, you're my prisoner." A feisty Noah shot back, "No, I guess not." Ayer grabbed Wilkerson's wrists. Rushing adrenaline in Noah's bloodstream helped sling Ayer aside, "whirlin' him like a top." Ayer leaped back in, grappling for control of Noah's rifle, which during the battle discharged, the ball barely missing Charley. Finally Meldrum ended up with the Savage in hand and tried to lever another round. But, "the catch had caught and he could not work it." Pitching the rifle down, Meldrum went for his Colt. Noah did too, but the Peacemaker tangled in his undergarments. Bob got there first! His bullet tore into Noah's face and/or mouth. Understandably, Noah turned and ran from the deafening and scorching muzzle blast. Meldrum's second round from the Colt punched between Noah's shoulder blades and ranged upwards, "exiting the right side of the mouth, breaking the spinal cord in its passage." Noah was a dead man running, before he crumpled to Dixon's dirt street. The ever devoted Dorinthia, mother of Noah's nine children, was a heartsick widow. Bob Meldrum had a headache—legally.

Ruben Flanoah "Noah" Wilkerson, cowboy, rancher, racehorse man, husband and father survived many battles with the Texas legal system, but came up short in a skirmish with Wyoming character Bob Meldrum.

COURTESY PAT WATKINS

Robert D Meldrum was a man with a checkered past and a dubious future As a Carbon County, Wyoming, deputy sheriff, Bob closed the gate on Noah Wilkerson's fugitive business.

COURTESY MUSEUM OF NORTHWEST COLORADO

Runnels County Sheriff R P Kirk, left, and fellow lawman Robert C "Bob Goodfellow Sheriff Kirk's investigative skills led to Noah Wilkerson's undoing.

COURTESY DAVID DECKERT

Aftermath: Odds & Ends

Though he had traded shots with Noah and actively sought his capture, Sheriff Kirk traveled to Dixon, Wyoming, identified the body, took possession of Noah's arms [which had been properly inventoried] and reverently accompanied the coffin to Runnels County

Because Sheriff Kirk was unable to "deliver" Noah Wilkerson to the superintendent of the Penitentiary at Huntsville, as the Proclamation of Reward stipulated, payment of the bounty money was denied.

Pregnant at the time of her husband's death, Dorinthia the following winter gave birth to their last child, Loyd. Gradually she improved her financial lot with pure grit and determination, lovingly mentoring the nine children. Absolutely devoted to Noah's memory, Dorinthia survived him by a full half-century, never remarrying. She was finally laid to rest beside her man in Runnels County's Norwood Cemetery.

Noah Wilkerson's wife, Dorinthia, poses with two of their nine children. For such a beautiful woman, the expressionless stare hints of an underlying sad story.

COURTESY PAT WATKINS

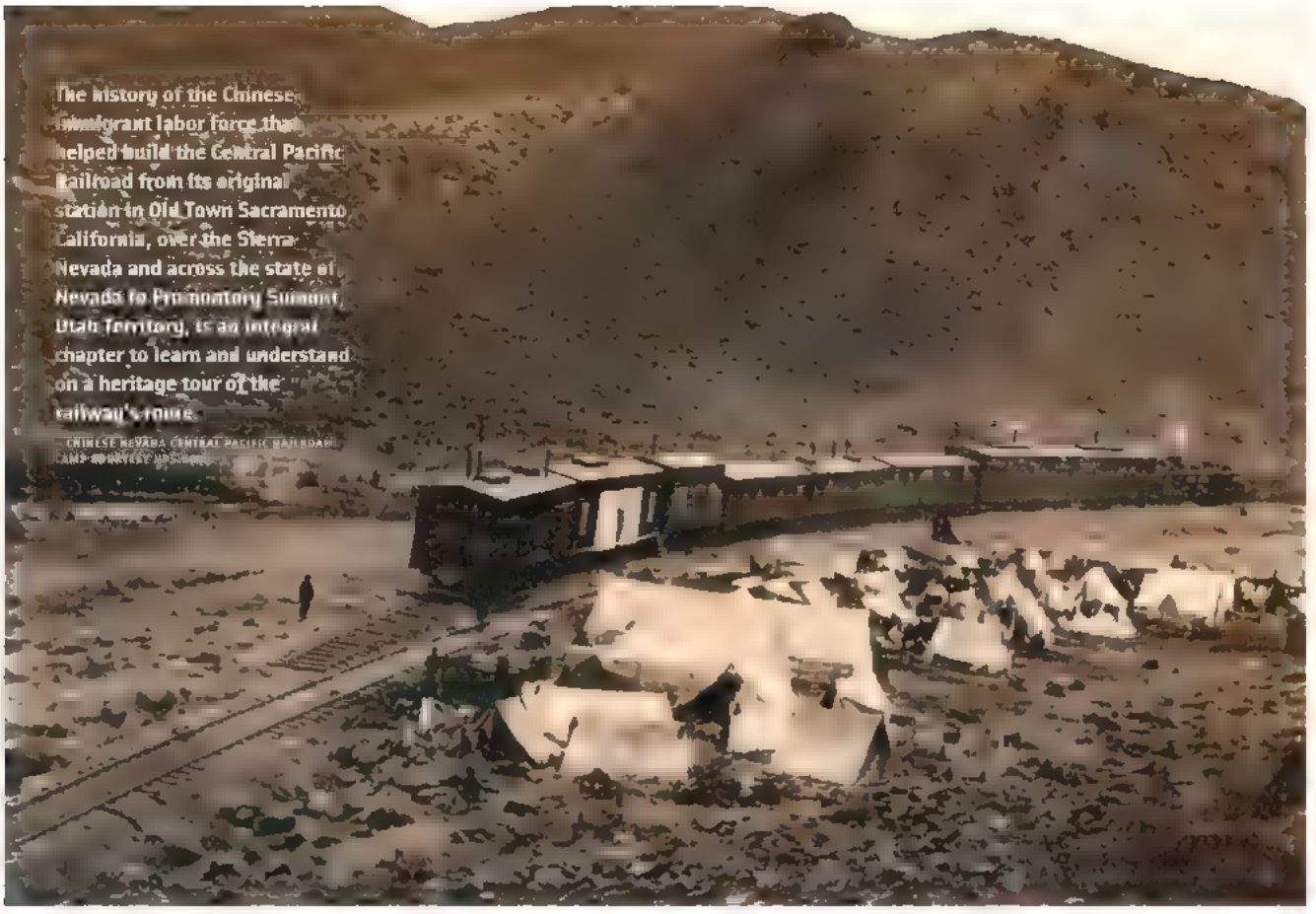
Bob Meldrum, after the killing of Noah Wilkerson, continued to live a colorful life, but a sordid one During a gunplay he killed John "Chuck" Bowen and suffered the consequences: A stint in Wyoming's Penitentiary as inmate No 2370

Recommended: *Bad Company and Burnt Powder: Justice and Injustice in the Old Southwest* by Bob Alexander

BY CANDY MOULTON

The Central Pacific's Chinese Trail

From Sacramento, California, to Promontory, Utah, the tale of China's immigrant railroad workers still resonates 150 years later.



The history of the Chinese immigrant labor force that helped build the Central Pacific Railroad from its original station in Old Town Sacramento, California, over the Sierra Nevada and across the state of Nevada to Promontory Summit, Utah Territory, is an integral chapter to learn and understand on a heritage tour of the railway's route.

CHINESE NEVADA CENTRAL PACIFIC RAILROAD CAMP COURTESY [illegible]

Without the back-breaking labor of Chinese immigrants the pivotal event in the development of the nation—the laying of the last rail and placing of the golden spike joining the Central Pacific and Union Pacific railroads—would not have happened as it did. And, yet, just two Chinese workers are visible in a well-known image of the May 10, 1869, railroad celebration at Promontory, Utah.

This small representation at the Golden Spike celebration contradicts the Chinese workers' actual contribution. Some 12,000 Chinese laborers did the strenuous work of building the grade for the Central Pacific line. They worked at a grueling pace, dug 13 tunnels through the Sierra Nevada range and, on one day, laid 10 miles of track as the Central Pacific raced to conclude its work in Utah. That feat alone set a record for railroad construction, never paralleled in the 19th century.

Much of their work was related to the grading of the route; other workers did most of the track laying.

While they are not prominently included in the photos of the end-of-track celebration, the Chinese were recognized for their effort. A report published in San Francisco just five days after the golden spike and champagne toasts noted, "J. H. Strobridge, when the work was all over, invited the Chinese who had been brought over from Victory for that purpose, to dine at his boarding car. When

Desperate for labor in an already tight labor pool in California in February 1865, Central Pacific's Charles Crocker ordered his construction boss to hire 50 Chinese workers (left). The first Cantonese men hired quickly proved their worth and within months 7,500 Chinese laborers were blasting the rail bed across California's Sierra Nevada

COURTESY NYPL DIGITAL COLLECTIONS

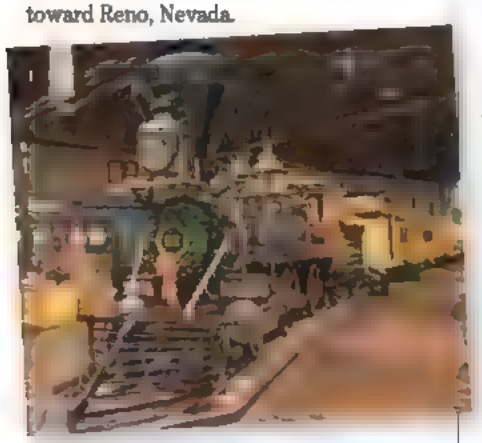
An important museum to visit on the trail of the Chinese immigrant experience building the Central Pacific Railroad across Nevada is the Chinese cultural exhibit (left) at the Humboldt County Museum in Winnemucca.

COURTESY HUMBOLDT COUNTY MUSEUM WINNEMUCCA, NEVADA

they entered, all the guests and officers present cheered them as the chosen representatives of the race which have greatly helped to build the road. .a tribute they well deserved and which evidently gave them much pleasure "

Sacramento to Reno

To journey today along the route of the Central Pacific Railroad, begin at the California Railroad Museum in Sacramento, with its variety of rolling stock and extensive exhibits. From Sacramento drive Interstate 80 east into the Sierra Nevada. In an automobile the route travels a slight incline from Sacramento through Roseville and then makes a more precipitous descent toward Reno, Nevada.



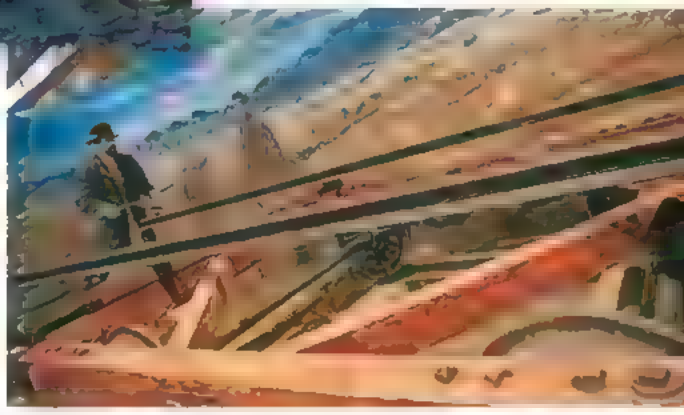
The 1862 *Gov. Stanford No. 1* locomotive (above) is a centerpiece of the Central Pacific Railroad exhibit at the California State Railroad Museum in Old Sacramento

COURTESY THE JON B. LOVELACE COLLECTION OF CALIFORNIA PHOTOGRAPHS IN CAROL M. HIGHSMITH'S AMERICA PROJECT, LIBRARY OF CONGRESS

The Sierra Nevada summit was the highest point on the Central Pacific line and no train could negotiate such a grade, so Lewis Clement engineered a route through the mountains. A combination of black powder, nitroglycerin and the hard labor of the Chinese workers allowed Clement to punch tunnels through the granite. One of the more amazing engineering marvels of the Central Pacific Railroad construction is that the Chinese railroad crews worked from both the west and east sides of the mountain range, and met in the middle with an unparalleled precision.

To carve this route across (and through) the mountains, the Chinese lowered themselves from ropes slung from the top of the mountains' peaks. Then they drilled and packed black powder charges into the rock. Once they carefully laid their charges and lit the fuses they quickly ascended their ropes to avoid the explosions. The combination of this dangerous construction method and brutal winter weather often proved deadly.

It took two years to build the first 50 miles of Central Pacific track, but by the summer of 1868—when the Union Pacific was pushing across what would become Wyoming Territory—they had successfully negotiated the Sierra and descended to the Great Basin.



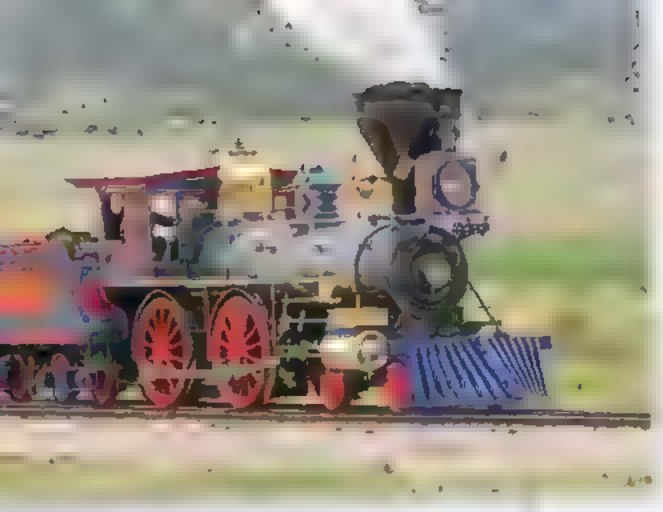
The Nevada State Railroad Museum (above) in Carson City has a permanent exhibit of locomotives, rolling stock and artifacts that interpret the construction of the Central Pacific Railroad across the Silver State in the 1860s

COURTESY TRAVELNEVADA

Across the Nevada Desert

Our route follows I-80 to Reno and parallels the Central Pacific route through Winnemucca, Battle Mountain, Elko and Wells, Nevada. Many overland wagon train travelers, following their noses to the California goldfields starting in 1849, used this route. Today you can make the journey by automobile, or take the Amtrak California Zephyr to experience the rails for yourself.

In Nevada take a ride on a 1905 steam locomotive, the *Virginia & Truckee #25*, or one of the other cars at the Nevada Railroad Museum in Carson City. The steam trains run most weekends during the summer and into October with some weekend operations in November and December.



At the 149th anniversary of the Golden Spike Ceremony at the Golden Spike National Historic Site in Promontory, Utah, a replica of the Central Pacific's *Jupiter* locomotive (left) is symbolically driven in on the tracks from the West. This run is made every year on May 10 to meet the Union Pacific's No 119 locomotive, re creating the original conjoining of the two railways

COURTESY NPS.GOV

The Central Pacific rails reached Winnemucca on September 16, 1868. The *Champion* was the first locomotive into town. There was no celebration at Winnemucca then as the grade work and track laying quickly continued to the east. By November the railroad was completed through Humboldt County. The first passenger train, consisting of four cars, reached Winnemucca, on May 11, 1869, just days after the transcontinental route was complete

The C P R.R. train carried the Railroad Commissioners and the president and vice-president of the Central Pacific Railroad Company. *The Humboldt Register* described the celebration in Winnemucca upon conclusion of construction as follows: "We had a big time in Winnemucca celebrating the completion of the railroad. Firing guns, blowing whistles, ringing bells, 'driving spikes' and drinking champagne, was the order of the day Some of the boys are celebrating yet."

At the Humboldt Museum in Winnemucca, see a collection of early vehicles, including horse-drawn wagons and early automobiles. To learn about the earlier wagon migrations across the region, visit the California Trail Interpretive Center just west of Elko

Salt Flats to Promontory

The highway route diverts from the original line of the Central Pacific, as I-80 stretches across Utah's Bonneville Salt Flats and into Salt Lake City This also parallels the route of today's rail line across Utah and Nevada. The original railroad bed cut farther to the north. You can see where the Central Pacific and Union Pacific rails met in 1869 by traveling north on Interstate 15 from Salt Lake City to Ogden and Brigham City, then taking Utah Route 83 to the west. This highway and another spur road, will give you views of the original grade, cuts and fills along the Central Pacific route, before reaching Promontory and the Golden Spike National Historic Site

The Chinese Legacy

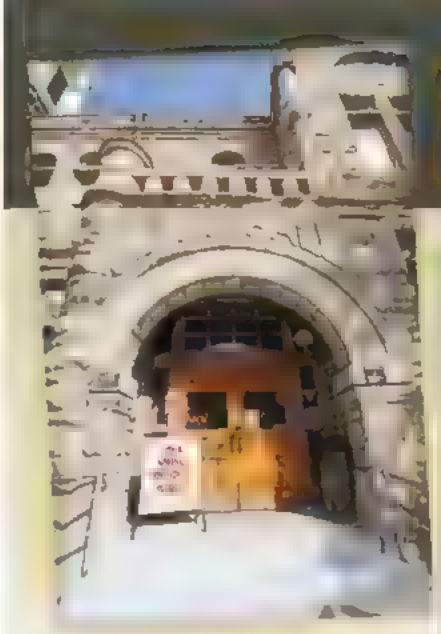
The first Chinese workers to help build the Central Pacific railroad began in 1865 and by 1867, crews of 8,000 men were building tunnels, while another 3,000 assisted the track-laying crews. Blasting

through granite to build tunnels and roadbeds, they faced challenges including frequent snowdrifts, dangerous avalanches, illnesses and accidents. They suffered from racism, unfair wages and other discriminatory practices prevalent at the time. Through the construction period they endured anti-Chinese protests and more violent acts.

When the Chinese laborers went on strike in 1867, demanding a raise in pay from $35 to $40 a month, management responded by cutting off food trains, bringing an end to the strike.

The Central Pacific kept no records of deaths among the Chinese workers who built their line; estimates are widely disparate, from as few as 50 to as many as 1,200, or roughly 10 percent of the workforce. Their contribution—in many cases life sacrifices—changed the nation forever on May 10, 1869, the day the rails were linked. ★

Candy Moulton hangs her hat at her home near Encampment, Wyoming, when she is not adventuring somewhere in the West.



The tragic story of the anti-Chinese Rock Springs Massacre is recounted at the Rock Springs Historical Museum.

COURTESY WYOMING OFFICE OF TOURISM

WIDE SPOT IN THE ROAD

Rock Springs, Wyoming

After the transcontinental railroad was finished in May 1869, many out-of-work Central Pacific Chinese laborers went east into Wyoming and settled in Evanston and Rock Springs to mine coal for the Union Pacific Coal Department.

The racism against Chinese workers came to a head in Rock Springs on Sept. 2, 1885, when white immigrant miners, who believed the Chinese miners were taking their jobs, attacked in what became known as the Rock Springs Massacre. Once the violence subsided, at least 28 Chinese miners were dead and another 15 injured. Some 78 Chinese properties were burned and more Chinese miners were driven out of the city.

Learn more about this riot at the Rock Springs Historical Museum and the Sweetwater County Museum in Green River.

GOOD EATS & SLEEPS

GOOD GRUB: Café Bernardo, *Sacramento, CA*, **Martin Hotel**, *Winnemucca, NV*; **Ormachea's Dinner House**, *Winnemucca, NV*; **Luciano's**, *Elko, NV*; **Red Iguana**, *Salt Lake City, UT*

GOOD LODGING: Delta King, *Old Sacramento, CA*, **The Holbrooke Hotel & Saloon**, *Grass Valley, CA*, **Gold Hill Hotel**, *Virginia City, NV*; **Cottonwood Guest Ranch**, *Wells, NV*; **The Grand America Hotel**, *Salt Lake City, UT*, **Bigelow Hotel**, *Ogden, UT*

SHERRY BLANCHARD STUART
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14th Annual
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"Art from the Other Half of the West"
Invitational Exhibition & Sale
March 29 - May 12, 2019
Desert Caballeros Western Museum
Wickenburg, Arizona
westernmuseum.org | 928.684.2272

BY SHERRY MONAHAN

Good Things to Eat

Wolferman's is still delighting customers' taste buds 130 years later.

In 1888, Frederick Wolferman (inset) started Wolferman's with his German father, Louis, in a rented space in downtown Kansas City (above). At the time of his death at 85 in 1955, Fred Wolferman's chain of grocery restaurants—with nearly 500 employees—was regionally renowned for its motto "Good Things to Eat."

PHOTOS COURTESY HARRY & DAVID'S

When Frederick Wolferman launched his Kansas City, Missouri, grocery store in the 1880s, he likely didn't imagine it would be around today. He began his grocery business at 319 E. Ninth St., along with a meat market on Walnut Street, where his father, Louis, handled the beef trade. By 1896 he moved out of the Ninth Street store and into the Walnut location. The expansion wasn't just in size alone, and he got into trouble when his goods overflowed onto the sidewalk. Nearby businessmen complained about his wares blocking potential customers who "didn't want to climb over boxes." Fred was arrested, but the case was dismissed when he promised to keep his sidewalk clear.

On October 11, 1898, Fred opened his doors to the public who sampled claret and fruit punches, cooked cereals and Ceylon tea. *The Kansas City Journal* reported, "The store is one of the most handsomely and conveniently fitted in the West, and last night it was beautifully decorated and contained an exhibit of all the tempting edibles known to the epicurean." Fred understood the value of branding and created the slogan, "Good Things to Eat" and even legally secured the rights to use it. He was validated when *The Kansas City Times* held a contest. Entrants were asked to match a slogan to a company and Fred's was the winner. Only one of the 10,000 people didn't know the slogan belonged to Wolferman's.

Fred offered his customers the finest imported groceries, produce, meat and wine; today, through the Wolferman's catalog or website, you can still get specialty items, like meat and produce, but not wine. In May 1899, the local paper announced that Fred "had cleared through the custom house" with over 30 cases of German wine. He was an enterprising man and knew how to attract business. In July 1899, he offered his customers a free copy of the popular food magazine *What to Eat!* And in 1900 he made bread a specialty and advertised, "Our bread—We are baking bread here, in a modest sort of way, amidst greatest cleanliness and care, out of the most wholesome material, a real home made loaf of bread. To induce you [to]

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make a trial we will sell on Wednesday and Thursday of this week the regular size, large 10¢ loaf for 5¢."

In 1910, Fred had a breakthrough idea that can still be sampled today. He came up with the notion of baking his English muffins in a tuna can, and they've been that shape ever since. Wolferman's bakers continue to innovate with a twist on Bundt cakes. Some have a cheesecake filling, but their newest creation is an orange-cream cake that includes fresh oranges, white ganache and dried orange peels.

While you can't visit the store any longer, you can mosey over to the online store at *Wolfermans.com*, where the chefs use the 1910 muffin recipe. Or you can create history in your kitchen with this 1914 doughnut recipe that was used by Wolferman's chef Lilly Cremer.

RAISED DOUGHNUTS

1 ½ lbs. flour
2 ¼ tsp. active or instant dry yeast
¼ lb. sugar
1 tsp. salt
1 tsp. cinnamon
1 tsp. ground nutmeg
1 tbsp. dark rum
6 oz. butter
grated rind of 1 lemon
2 cups milk

Combine all ingredients except the milk in a large bowl and mix. Add the milk and knead or mix until dough is soft. If it's too sticky, add a tablespoon of milk until workable. Place in a greased bowl and cover. Let rise in a warm place until doubled—about an hour. Deflate dough and roll out on a lightly floured surface to a half-inch thickness. Cut into doughnuts and place on a floured surface. Cover and let rise again.

Heat oil to 375° in a deep pot and gently drop in doughnuts. Cook for about 2 minutes on one side and then flip. Cook until golden and dust with cinnamon sugar.

Recipe adapted from Kansas City's *The Gazette Globe*, March 27, 1914

Sherry Monahan kicked off her journey into Old West cuisine, spirits and places by authoring *Taste of Tombstone*. Visit *SherryMonahan.com* to learn more about her books, awards and TV appearances.

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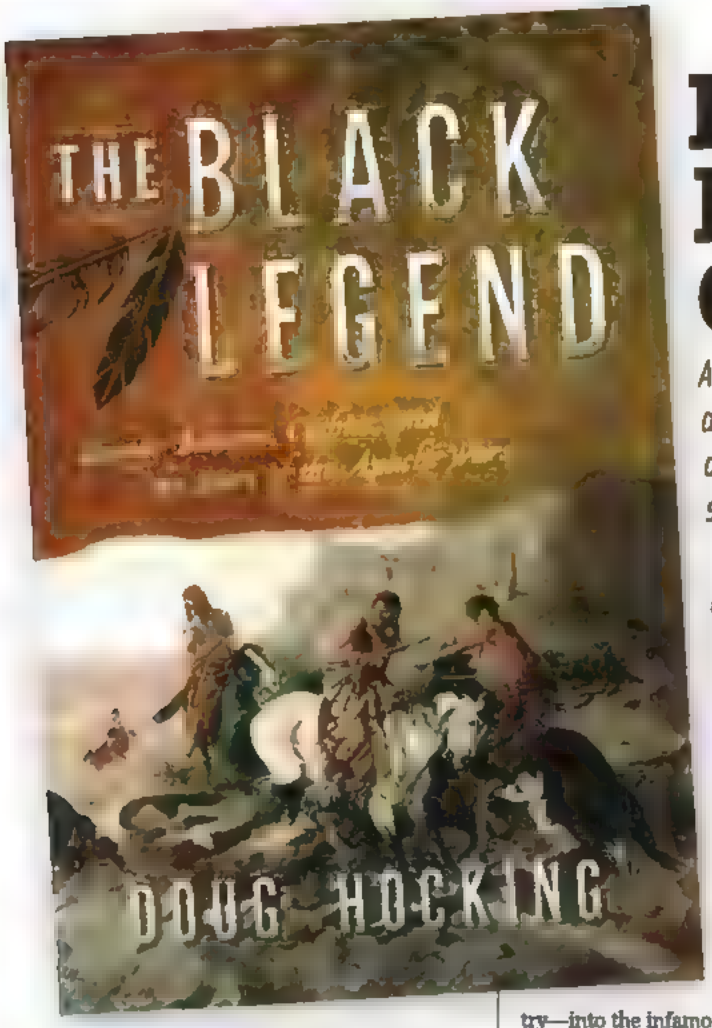

Dark and Bloody Ground

An exoneration of Lt. George Bascom, and new histories about the Sooner boomers, stock and range detectives, a classic Western novel and how trauma and violence shaped the Pleasant Valley War.

With nearly 300 years of history to investigate the Apache-Spanish-Mexican-American conflict, many historians choose to write about the Bascom Affair of February 1861, that seminal point of ignition of warfare between the Apaches and the United States. Author Doug Hocking is no different. In his follow-up to his award-winning biography, *Tom Jeffords, Friend of Cochise*, his *The Black Legend: George Bascom, Cochise, and the Start of the Apache Wars* (TwoDot, $24.95) seeks to overturn decades of published conclusions that Lt. George N. Bascom single-handedly caused the Apache Wars of 1861-1886. Hocking states emphatically in *The Black Legend*'s acknowledgements, "He [Bascom] did nothing wrong and was neither a drunk nor a pig-headed fool, as some accounts would have us believe."

The Black Legend represents Hocking's lifetime of interest and investigation—much of it by four-wheel-drive and on foot along the tracks and trails of Cochise County's backcountry—into the infamous events and individuals that led to Bascom's fateful encounter with Cochise and his Chokonen band at Apache Pass. Hocking, well-versed in the historiography and scholarship of the well-chronicled Cochise kidnapping and ensuing bloody and unmerciful conflict, carefully lays out his thesis for Bascom's exoneration with the primary sources to back his conclusions.

Scholars, students and those new to the history of the Southwestern military-Indian conflict will equally appreciate Hocking's detailed and highly informational illustrations, historical and modern photos, appendices, biographical index, maps, endnotes and bibliography. The author's thoroughness in providing such well-organized research material in defense of his conclusions on Bascom and the Apache War will cement *The Black Legend* as one of the most informative and important volumes on the American-Apache conflict ever published. I am hopeful Hocking will follow up *Tom Jeffords* and *The Black Legend* with a third book on the Apache War with space to analyze in greater detail the relationship between Gen. O.O. Howard and Cochise, which led to the 1872 peace treaty and the ensuing four years of peace between the Chokonen Apaches and the Americans.

Will all agree with Hocking's conclusion on Bascom? Most likely not, but it will be difficult for naysayers to disprove them because of his use of the primary source material of Sgt. Daniel Robinson and Army Surgeon Bernard J.D. Irwin. As Hocking states succinctly, "[w]hen a former sergeant told the tale with himself as the hero and Lieutenant George Bascom as the man who started a war with the always friendly Cochise, the story took hold and has stayed with us for 150 years." Yet, only time will tell if Bascom's reputation is restored because, as most historians know, the black shadow of a legend is nearly impossible to erase from popular culture, even when the facts emerge later to enlighten the record with the clarity of the noonday sun.

—*Stuart Rosebrook*

ROUGH DRAFTS

The 11th Annual Tucson Festival of Books will be held at the University of Arizona on Saturday and Sunday, March 2-3, 2019. *True West* editorial team members Bob Boze Bell and Stuart Rosebrook will be at the festival, splitting their time between the **Western Writers of America** booth on the University Mall and panel discussions. Bell and Rosebrook are feted to moderate panel discussions.

Western writers who will be attending/presenting at the two-day book extravaganza include (as of press time)

Western Writers of America Booth: Nancy Plain, Candy Moulton, Johnny D. Boggs, Candy Moulton and John Langellier

Amigos and Ladies of the West Booth: Kellen Cutsforth, Chris Enss, Melody Groves, Doug Hocking, Bill Markley, Phil Mills, Vicky Rose, Rod Timmons, Lowell Volk and Michael Zimmer

John Branch: Author of *The Last Cowboys* (W.W. Norton)

Terrence Moore: Author of *66 on Route 66: A Photographer's Journey* (Schaffner Press)

Heidi Osselaer: Author of *Arizona's Deadliest Gunfight* (University of Oklahoma Press)

John R. Ross: Author of *The Promise of the Grand Canyon: John Wesley Powell's Perilous Journey and His Vision for the American West* (Viking)

Hampton Sides: Author of *Blood and Thunder: The Epic Story of Kit Carson and the Conquest of the American West* (Doubleday)

Tatjana Soli: Author of *The Removes: A Novel* (Sarah Crichton Books)

Ann Weisgarber: Author of *The Glovemaker* (Skyhorse Publishing)

For a list of exhibitors, events and author appearances, check the festival website for details: *TucsonFestivalOfBooks.org*.

Stuart Rosebrook

LEE MARTIN

FAST RIDE TO BOOT HILL

Coming soon from Five Star Publishing! Believing his fiancée had died in a stage holdup, a vengeful Texas Ranger trails the gang for years as he becomes a legend in song and dime novels, only to learn the truth when he joins up with a former outlaw and his sharp shooting niece.

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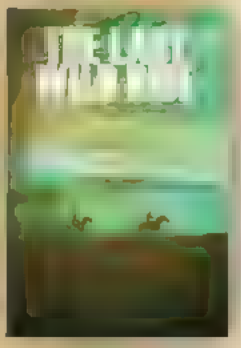
— Linell Jeppsen, author of Far West: The Diary of Eleanor Higgins.



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The story is full of suspense and adventure. It is an easy, fast read that I strongly recommend. It will keep your interest, encouraging you to keep reading to find out what happens next." Lowell F Volk, Author of the Luke Taylor and Trevor Lane series.

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ADVENTURE

Cumbres & Toltec Railroad p. 74
Georgetown Loop Railroad p. 67
Leadville, Colorado & Southern Railroad p. 73
Nevada Northern Railway p. 69

APPAREL/ACCESSORIES

Catalena Hatters p. 75
Golden Gate Western Wear p. 75
Historic Eyewear Company, LLC p. 75
Wild West Mercantile p. 11

ART/COLLECTIBLES

Sherry Blanchard Stuart p. 43

EVENTS

A&S Auctions: North Texas Collection of Buddy and Paulette King p. IFC
Durango Cowboy Poetry Gathering p. 54
Florence Arizona Historic Home Tour p. 45
Bishop Mule Days p. 70
Saluting 50 Years of True Grit p. 53
Sherry Blanchard Stuart at Cowgirl Up! p. 43
Wild, Wild West Fest p. 63

FIREARMS/KNIVES

Black Hills Ammunition p. 62
Buffalo Arms Co p. 44
Old West Reproductions p. 73
The Hawken Shop p. 44

HOME

Western Star Leather p. 75

LODGING

Larian Motel P 69

MEDIA

Guidon Books p. 51
Lee Martin Western Books p. 47
Louis L'Amour Trading Post p. 75
The Warrior Culture. The Indian Wars and Depredations by Edward C. Osborne p. 51
University of Oklahoma Press P 50
University of Utah Press p. 68
Western & Adventure Author Eric H. Heisner p. 75

LODGING

Larian Motel p. 69

MUSEUMS

Buffalo Soldiers National Museum p. 45
Grand Encampment Museum p. 56
Jesse James Farm & Museum p. 72
John Wayne Birthplace & Museum p 53
Nevada Northern Railway Museum p. 69
Nevada State Railroad Museums p BC
Prescott Museums p 1
Sherry Blanchard Stuart at Desert Caballeros Western Museum p 43

TOURISM

Albany County p 64
Andrews, TX p 63
Bishop, CA p. 70
Carbon County, WY p. 57
Converse County p. 73
Dodge City, KS p 65
Florence, AZ p. 45
Ogallala, NE p. 68
Prescott, AZ p 1
Scotts Bluff/Gering, NE p 54
SE Montana p 65
Missouri River Country p 2 3
SE Montana & Missouri River Country p. 2-3
SW Montana & Missouri River Country p. 2-3
Travel Nevada p BC
Williams, AZ p 61
Winnemucca, NV p 71

OTHER

Classic Firearms Collectors Set p. 49
Classic Gunfights Book Series by Bob Boze Bell p. 42
The Illustrated Life & Times of Doc Holliday by Bob Boze Bell p 13
The Illustrated Life & Times of Wild Bill Hickock by Bob Boze Bell p. 48
The Illustrated Life & Times of Wyatt Earp by Bob Boze Bell p 79
True West Back Issues p 76
True West Lifetime Maniac Subscription p 43
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Newly rich in oil money, Texas in the years following World War I underwent momentous changes—and those changes propelled the transformation of the state's storied Rangers. Charles H. Harris III and Louis R. Sadler explore this important but relatively neglected period in the Texas Rangers' history in this book.

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WHERE THE WIND COMES SWEEPING

Many know about Oklahoma's land rush only from fiction and film—Edna Ferber's and RKO's *Cimarron* and William S. Hart's *Tumbleweeds*. Historians haven't tackled the story of the runs of 1889 and the early 1890s in years, but Michael J. Hightower fills that void with *1889. The Boomer Movement, the Land Run and Early Oklahoma City* (University of Oklahoma Press, $24.95). Writing what he calls "a story far more nuanced than a century-plus of mythmaking has conditioned us to accept," Hightower details the background, Boomers, Sooners, newspapers, politics and events of Oklahoma's first run. Nor does he stop with the founding of Guthrie and Oklahoma City. His postscript laments the "muted" voices of Indians and blacks, and the history lost to urban development.

—Johnny D. Boggs, author of The Raven's Honor: A Sam Houston Story

THWARTING THIEVES AND RUSTLERS

The unsung heroes of the Western livestock industry were the range detectives, stock detectives, and brand inspectors. These lawmen, often working alone and at great peril, stood between the honest ranchers and those who were quick to slap a running iron onto someone else's beef. In *Calling The Brands: Stock Detectives in the Wild West* (TwoDot, $16.95), former lawman Monty McCord tells the history of the cattle detectives, from the days of open range to the fencing of private land, right on up to today's sale barns and big feed lots. McCord captures the essence of this interesting and often dangerous work on the ranges of the American West.

—Jim Wilson, a retired Texas peace officer, former sheriff and Western recording artist

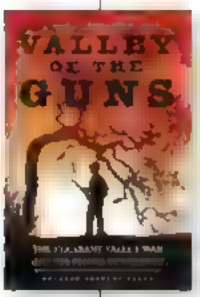
WEST OF THE BRAZOS

Eric H. Heisner's novel, *Seven Fingers a' Brazos* (Lean Dog Productions, $24.95), depicts Jules Ward, a young boy, witnessing his mother and father being killed by outlaws in an attack on their wagon train. After having his head cut by one of the outlaws, Jules escapes being killed while his two older sisters are taken hostage. Seeing smoke from the burning wagons, Holton Lane goes to investigate. Finding Jules alone, hurt and full of revenge, he helps the boy search for his sisters. Heisner's vivid detail will put you in the saddle, feeling their emotions as you ride along with Holton trying to protect Jules, who is intent on killing those who took his sisters.

—Lowell F. Volk, author of Luke Taylor and Trevor Lane series

A WAR WITHOUT END

The Graham and Tewksbury feud has been studied and written about many times, but historian and author Eduardo Obregón Pagán's new book, *Valley of the Guns: Arizona's Pleasant Valley War, 1882-1892, and the Trauma of Violence* (University of Oklahoma Press, $29.95), explores for the first time the dramatic and tragic consequences of trauma and violence on the victims and participants in this bloody chapter of Arizona history. He uses the functions of geography, economics, anthropology and psychology—among others—to describe that the war was not an entirely singular and isolated event, but that those in the Pleasant Valley region had been subjected to extreme violence and fear for many years, due to the Apache menace in the Southwest.



—Erik J. Wright, assistant editor The Tombstone Epitaph, National Edition

COURTESY JULIA BRICKLIN

CALIFORNIA HISTORIAN INSPIRED BY WESTERN WOMEN

Julia Bricklin is the award-winning author of nonfiction books whose recent title, *Polly Pry: The Woman Who Wrote the West* (TwoDot, 2018), shows how an ambitious female shaped the politics of Western mining states in the early 20th century. "There are countless stories of women and the West waiting to be discovered," says Bricklin. She counts these five books by or about Western women as must-reads:

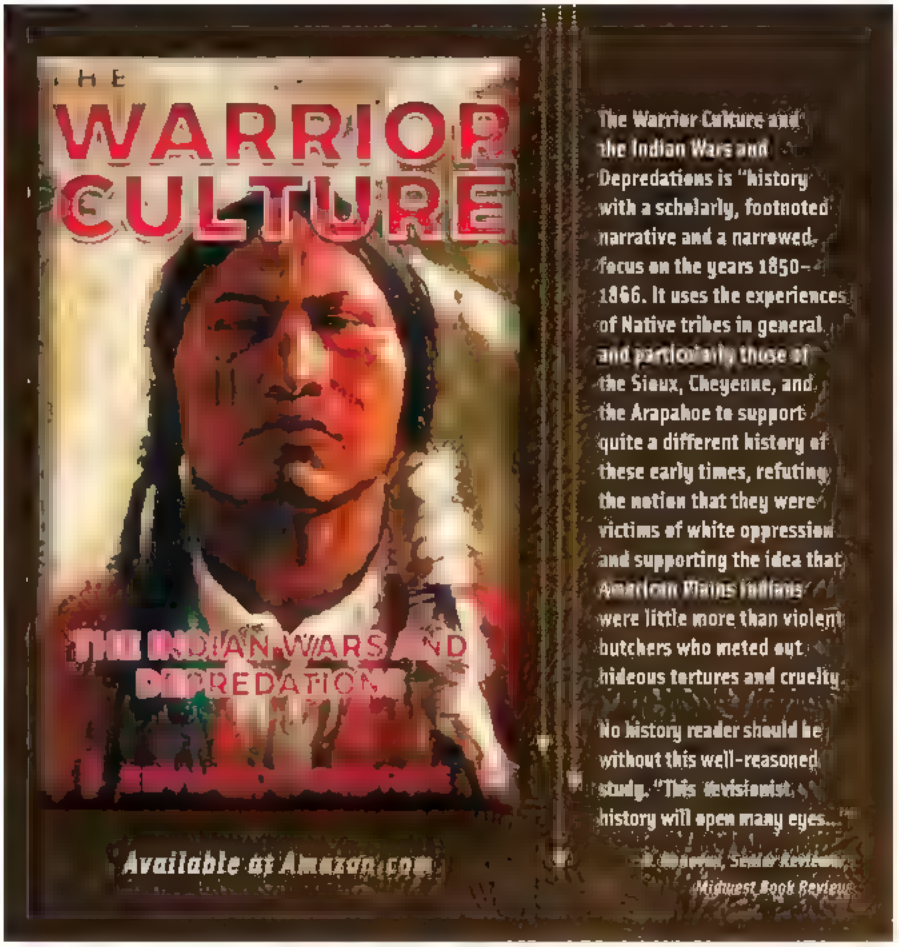
1. ***Rural Hours*** by Susan Fenimore Cooper (George P. Putnam). Written by the daughter of James Fenimore Cooper, *Hours* is one of the earliest pieces of American nature writing and the first by a woman.

2. ***The Land of Little Rain*** by Mary Austin (Dover). Another in the nature-writing genre, *Land* was originally published in 1903 and is comprised of 14 sketches and essays that describe the various desert ecosystems of the American Southwest, as well as the challenges faced by indigenous cultures there.

3. ***True Grit*** by Charles Portis (The Overlook Press): Portis's famous novel features the quick-witted, 14-year-old Mattie Ross who avenged her father's death at the hands of Tom Chaney.

4. ***Ride the Wind*** by Lucia St. Clair Robson (Ballantine): Robson's evergreen historical novel is about the 1836 kidnapping of Cynthia Ann Parker by Comanche Indians and how she grew up to become a Comanche woman in every way except birth.

5. ***Prairie Fires: The American Dreams of Laura Ingalls Wilder*** by Caroline Fraser (Holt, Henry & Co., Inc.): A 500-plus-page examination of Wilder's life, Fraser's book illustrates the economic and social difficulties faced by homesteaders in the mid- to late 19th century.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BY HENRY C. PARKE

Morgan Woodward

The villain Matt Dillon couldn't stop killin'.

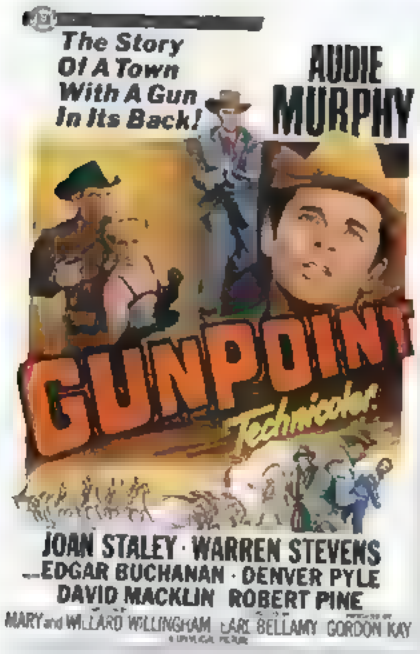
From 1958–1961, Morgan Woodward co-starred in *The Life and Legend of Wyatt Earp* (ABC, 1955–1961) as Hugh O'Brian's sidekick, Shotgun Gibbs (above). Following his successful TV role as a lawman, Woodward was a sought after TV guest star or cinema villian, including his iconic role as Boss Godfrey, "The Man with No Eyes," (below) in *Cool Hand Luke*.

IMAGE OF MORGAN WOODWARD IN "WYATT EARP" COURTESY ABC/IMAGE OF MORGAN WOODWARD IN "COOL HAND LUKE" COURTESY WARNER BROS./SEVEN ARTS

Actor Morgan Woodward is known for many things, most of them unpleasant: he's so good at playing bad that, "although it was an unwritten law that no actor could do more than one *Gunsmoke* a year, I did 19 in ten years," he says. And Matt Dillon killed him in almost all of them. The man, whose appearance in *Cool Hand Luke* made mirrored shades a fashion necessity for lawmen, hadn't planned to act. "I traded Grand Opera for Horse Opera."

The actor, born 93 years ago in Arlington, Texas, explains, "I wanted to be an opera singer. Unfortunately, a chronic sinus condition prevented me from being in voice when I needed to be." Another early passion was flying. "I started when I was 16, and got my private pilot's license when I was 17, in preparation for World War II." He enlisted, but, he says, "they had so many pilots that they stopped the pilot training program. So I did not get Army Air Corps wings—a big disappointment to me." A civilian again, Woodward attended the University of Texas, majoring in business and minoring in music and drama, where classmates included Rip Torn, Jayne Mansfield, L.Q. Jones and Fess Parker. He was getting serious about acting when he was recalled to active service for the Korean War.

When he returned, Woodward's entry into film came thanks to a fraternity brother. "Fess Parker had become *Davy Crockett*, and when Disney did his first live-action motion picture, *The Great Locomotive Chase*, Fess told Disney he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In the 1960s, Morgan Woodward was regularly cast as an outlaw in Western movies, including his role as Drago Leon (upper left, holding Joan Staley as Uvalde) in Universal's 1966 *Gunpoint*

COURTESY UNIVERSAL PICTURES

knew this guy who would be just great as this wild-eyed Confederate master sergeant. I went to California to do a screen test, and was signed to a three-picture contract."

With so many Westerns being made, it was perfect timing for Woodward to be in Hollywood. "I was six-foot, three and 200 pounds, scarred and mean-looking, and had a cowboy accent already." Working on 1957's *Gunsight Ridge*, "Joel McCrea and I were in a fight, and I should have ducked. He did an uppercut and split my chin wide open. I'm still scarred, but on my face, it didn't make any difference."

He appeared in series like *Cheyenne*, *Sugarfoot*, and then with Hugh O'Brian in *Wyatt Earp*. "I did this episode in the *Earp* series, and I played Captain Langley of the Texas Rangers." When it was decided Wyatt needed a sidekick, "All they had to do was change the name Langley to Shotgun Gibbs. I was with Hugh for four years. That was the first series that I had a running role in, and that gave me a great deal of confidence."

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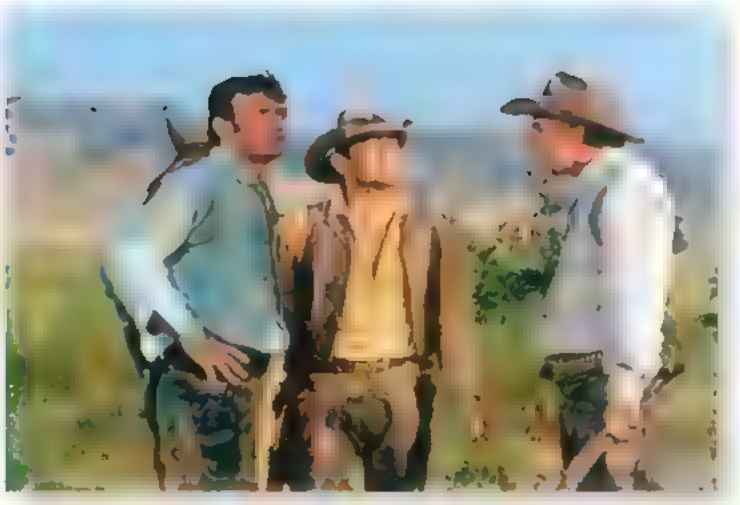


From 1965 to 1974, Morgan Woodward (right) was cast in 18 appearances of *Gunsmoke*—usually as a villain—including his appearance with (l. r.) Allen Case and Tom Simcox in the October 1966 episode "The Good People."

COURTESY CBS

But after the 1962 season, O'Brian quit. "I knew Hugh was unhappy. Chuck Connors was getting $15,000 a week [for *The Rifleman*], and Hugh was getting maybe $2,500."

"*Gunsmoke* was simply the best series on television. Everybody was top notch." But he notes ruefully, "I couldn't do *Gunsmoke* for the first 10 years because the casting director and I'd had a run-in at Goldwyn Studios before and he wouldn't cast me. And then he died—unfortunately for him, fortunately for me—and Pam Polifroni started casting *Gunsmoke*. The first thing she did was to bring me in." One of the unexpected dividends was his long friendship with star James Arness. "Jim knew that I was a pilot, and said he'd thought about taking flying lessons. I said, 'I've seen the shooting schedule, and we're going to be finished right after lunch, so let's get in my plane and see how you like it.' We just had a marvelous time. I had a surplus Army airplane that you could push the canopy back and let the breeze blow on you, and he just absolutely loved it. I bought him a private pilot's course, and said, 'Okay, pal, here you go: take off!' Jim went on to get a commercial license. Quite a pilot, he did very well."

By his screen retirement in 1997, Morgan Woodward had amassed nearly 130 credits, including 12 appearances on *Wagon Train* and six years as Punk Anderson on *Dallas*. His favorite film? "*Firecreek* (1967) was probably the most interesting because of Henry Fonda and Jimmy Stewart and all of the great character actors that were on the picture—Dean Jagger, Ed Begley, Jack Elam—it's loaded with them."

If Morgan Woodward is one of the most intimidating visages to ever grace the screen, part of his secret is a skill that children have competed at for years. "I can go forever without blinking. And a lot of times I'd get into a *mano a mano*, a showdown when I had an asshole for a leading man. I didn't blink, and I waited for him to lose. Then he'd want to retake. And then, I did blink." It doesn't matter, Morgan: you'd already won.

BLU-RAY REVIEW

The Last Hunt

COURTESY MGM

(Warner Archive, $21.99) In *The Last Hunt* (MGM, 1956), a captive Indian woman (Debra Paget) severs the fragile friendship between two buffalo hunters—one (Stewart Granger) who values life, and the other (Robert Taylor) who treats human and animal deaths as scorecard entries. Filmed during the annual buffalo herd culling at Custer State Park in South Dakota, the slaughter becomes hard to watch. With echoes of *Treasure of the Sierra Madre*, this unusual character study by writer-director Richard Brooks has strong performances by the cast, which includes Lloyd Nolan and Russ Tamblyn. ★

Henry C. Parke is a screenwriter based in Los Angeles, who blogs about Western movies, TV, radio and print news at: *HenrysWesternRoundup.Blogspot.com*

BY LEO W. BANKS

Saratoga, Wyoming

The Platte Valley city is a hotbed destination of Old West history and culture.

The name Fenimore Chatterton doesn't ring many bells in Western history, but it does around Saratoga, Wyoming. The businessman and politician renamed the town, called Warm Springs until 1884, after an Iroquois Indian word Sarachtoue, which translates to a "place of miraculous water in the rock."

Indians, trappers and mountain men have long been drawn to central Wyoming for its mineral hot springs, and two decades into the 21st century, they're still coming.

The springs of Saratoga, Wyoming, have made the town a hospitality destination since its earliest years. Saratoga Resort and Spa (left) began as a log cabin in 1877, while the Hotel Wolf (above) has been entertaining guests in downtown since 1894.

ALL IMAGES COURTESY SARATOGA/PLATTE VALLEY CHAMBER OF COMMERCE UNLESS OTHERWISE NOTED

At the Saratoga Hot Springs Resort, visitors can sit beneath teepee-covered hot pools to learn if the Indians and trappers were onto something about the healing waters.

If the water doesn't do the trick, the resort's amenities might. These include a restaurant, spa and bar, with overnight stays in a beautiful setting between the Snowy Range and Sierra Madre.

Hobo Hot Springs downtown offers a free and public natural mineral pool with water ranging from 101 to 110 degrees. The site is busy in summer, but Joe Elder, executive director of the Platte Valley Community Center, says his favorite time is winter.

"It's magical to sit in warm water, especially if it's snowing," he says. "Your body warms to the core, so even if it's 10 degrees outside, when you get out you stay warm long enough to dry off and put a towel on."

Behind Hobo Hot Springs, see the hot pools created by thermal seeps on the banks of the North Platte River, which runs through the center of Saratoga. Visitors and residents enjoy fishing off bridges and floating the river in the warm months.

The Togie Days celebration takes place over July Fourth at venues around downtown. Enjoy live street music, food vendors, a car show, fireworks and a parade that draws 2,000 people. "It's one of the largest within a hundred miles," says Chamber of Commerce CEO Stacy Crimmins.

At the Saratoga Museum, housed in the 1915 Union Pacific Railroad depot, see an original one-room cabin built by a Platte Valley pioneer, a blacksmith collection and an original Union Pacific caboose.

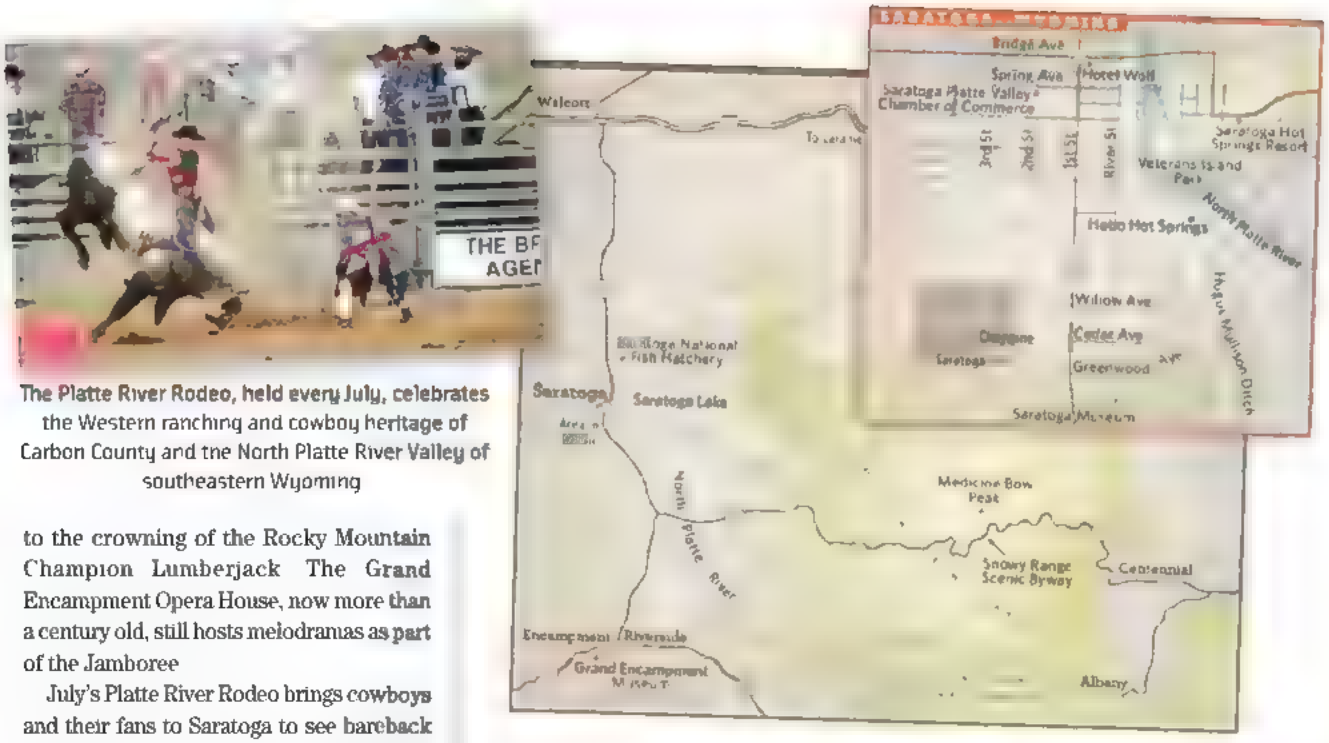
Rock hounds will love perusing one of the state's largest mineral displays, including an exhibit featuring hundreds of specimens of Wyoming jade.

German immigrant Frederick Wolf came to Saratoga hoping the springs would heal his rheumatism. He stayed and built the Wolf Hotel, completed in 1894.

This two-and-a-half-story brick Victorian, once a stop on the stage line between Encampment and Saratoga, has a wide porch, a gabled roof and four gabled dormers. The so-called Grand Old Lady of the Platte Valley has been a social and cultural center since it was built and is on the National Register of Historic Places.

In June, travel 19 miles to nearby Encampment, population 450, for rodeo action during the Woodchoppers' Jamboree and Rodeo, a 59-year tradition.

Loggers compete in chainsaw contests, hatchet-throwing and other events leading



The Platte River Rodeo, held every July, celebrates the Western ranching and cowboy heritage of Carbon County and the North Platte River Valley of southeastern Wyoming

to the crowning of the Rocky Mountain Champion Lumberjack. The Grand Encampment Opera House, now more than a century old, still hosts melodramas as part of the Jamboree.

July's Platte River Rodeo brings cowboys and their fans to Saratoga to see bareback riding, steer wrestling, barrel racing and, of course, clowns. The Saratoga Bullfest, a bull-riders extravaganza, takes place in August at the rodeo grounds.

With Medicine Bow National Forest minutes away, outdoor lovers consider the area a paradise. Take a drive on the Snowy Range Scenic Byway. It crosses southern Wyoming's Medicine Bow Range and passes close to the year-round glaciers atop 12,000-foot Medicine Bow Peak.

Turnouts allow visitors to stop and admire the distant mountain lakes and wildflowers in colorful meadows.

Cool fact: In 1903, Fenimore Chatterton was the Wyoming governor who denied a pardon to infamous range detective Tom Horn, allowing his hanging to occur.

Leo W. Banks is an award-winning writer based in Tucson. He has written several books of history for *Arizona Highways*.

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A highlight of any vacation to Saratoga, Wyoming, should include a day trip on the Snowy Range Scenic Byway to Mirror Lake

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To plan your trip, stop at the Saratoga/Platte Valley Chamber of Commerce, 210 W. Elm St
SaratogaChamber.info

SARATOGA MUSEUM

From Memorial Day to the end of September, the Saratoga Museum in the former Union Pacific Railroad depot celebrates the history and culture of the Wyoming community
Saratoga Museum.com

SARATOGA HOT SPRINGS RESORT

After a drive in Medicine Bow National Forest, relax with a wonderful Italian dinner at Bella's restaurant, then enjoy a craft beer from the brewery at the Saratoga Hot Springs Resort. How about a caramel flavored Lone Ranger Red or a Honey Badger, a light lager made with German malts?
SaratogaHotSpringsResort.com

HOTEL WOLF

Historic Hotel Wolf opened for business on New Year's Eve 1893 and has been the place to gather in downtown Saratoga ever since

On the National Register of Historic Places, "The Grand Old Gal" of the North Platte Valley welcomes guests to enjoy its fully restored rooms, dining room and old time Western saloon
WolfHotel.com

JOE PICKETT TOUR

Inquire at the Platte Valley Chamber about its Joe Pickett Tour, named for the main character in the popular novels by best selling author and Platte Valley resident C.J. Box. Chamber CEO Stacey Crimmins says it is self guided and takes visitors to many of the locations mentioned in his books
SaratogaChamber.info

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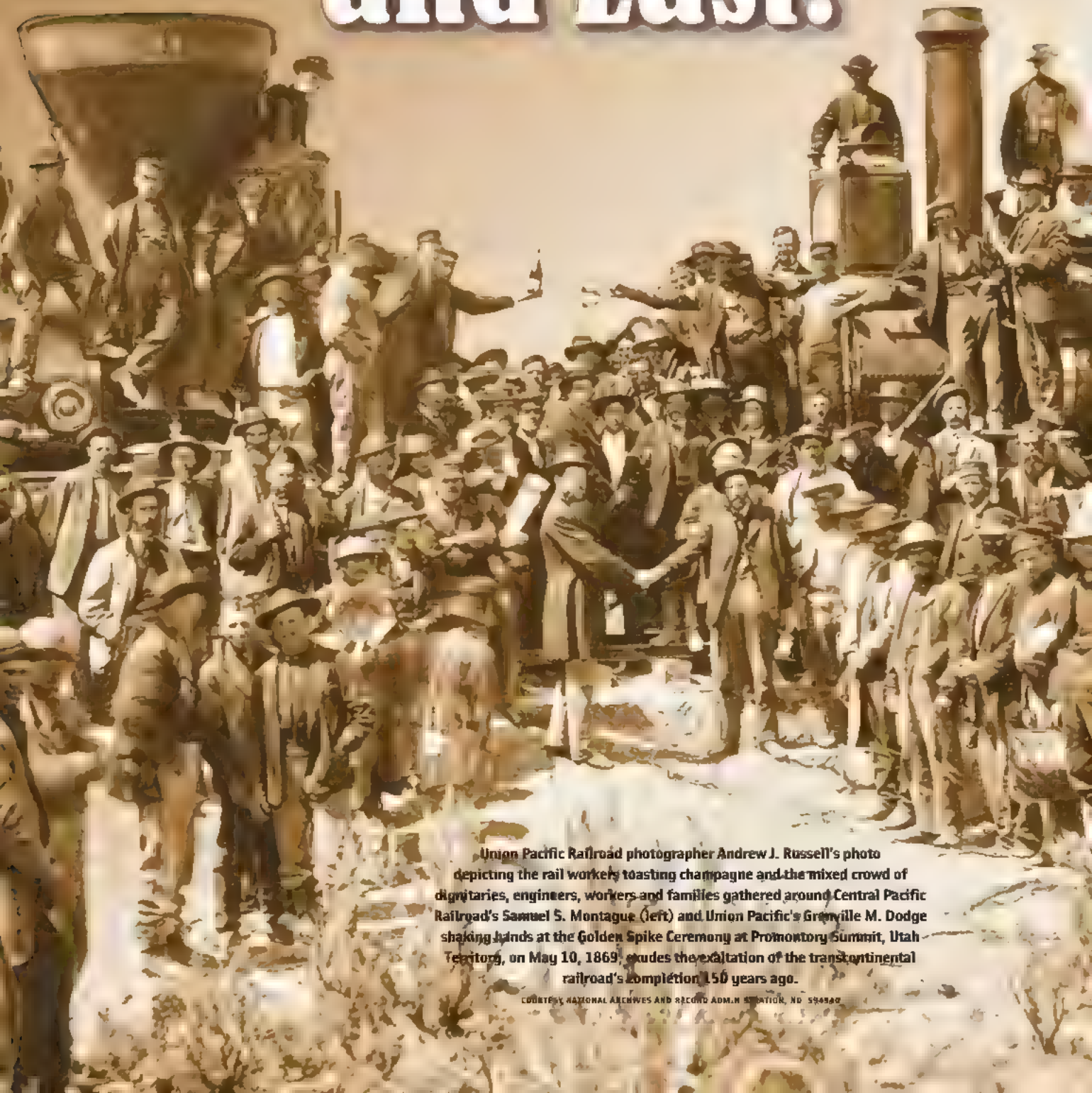
150th Anniversary of the Transcontinental Railroad

By Stuart Rosenbaum

Rails West... and East!



Union Pacific Railroad photographer Andrew J. Russell's photo depicting the rail workers toasting champagne and the mixed crowd of dignitaries, engineers, workers and families gathered around Central Pacific Railroad's Samuel S. Montague (left) and Union Pacific's Grenville M. Dodge shaking hands at the Golden Spike Ceremony at Promontory Summit, Utah Territory, on May 10, 1869, exudes the exaltation of the transcontinental railroad's completion 150 years ago.

COURTESY NATIONAL ARCHIVES AND RECORD ADM.N STATION, ND 594940

Rediscover America along the historic route of the transcontinental railroad in honor of the 150th anniversary of its epic construction.

"It is done!"

These three words shot out across the Western telegraph to the world on May 10, 1869, at the moment Central Pacific Railroad owner Leland Stanford's specially wired silver-topped ceremonial hammer careened past the side of the ceremonial Golden Spike and struck the recently laid iron rail connecting the C P R.R. with the Union Pacific Railroad at Promontory Summit, Utah Territory. Known as The Pacific Railroad, the monumental engineering feat was as inspiring to the young, war-weary nation as the U.S. Apollo 11 landing on the moon a century and two months later. And like President Kennedy's audacious September 12, 1962, declaration that America would put a man on the moon before the end of the decade, President Abraham Lincoln had put the transcontinental railroad on track to reality when he signed the Pacific Railroad Act on July 2, 1862

One hundred and fifty years later, the original hand-forged spike sits on display at Stanford University's Cantor Art Center, as does a duplicate—donated by the heirs of the spike's sponsor, San Franciscan David Hewes—at the California State Railroad Museum in Sacramento. On one side of the spike simple words commemorate the significance of the transcontinental line's completion: "May God continue the unity of our country as this railroad unites the two great oceans of the world." These prophetic words underlay a nation's hope in the midst of rebuilding from the horrors of the Civil War, struggles of Reconstruction, mass immigration, industrialization, and racial, tribal, ethnic and labor conflicts in 1869. Why, even a few days before the conjoining of the two railways on the original date of May 8, a U.P. labor dispute arose and delayed the laying of the final tracks, ties and spikes. Americans in 1869 needed the boost and grand reminder of their nationhood and shared destiny

Now, the sesquicentennial of The Pacific Railroad's completion will be celebrated with great fanfare and ceremony at Golden Spike National Historic Site at Promontory Summit, near Promontory, Utah, on May 10, 2019 Replicas of the C.P R.R.'s *Jupiter* and U P *No. 119* locomotives will be driven cowcatcher to cowcatcher, and national park staff and volunteers will re-create the momentous occasion to mark the day the United States was united, coast-to-coast, by iron rail. The bell-ringing, hurrahs and huzzahs from the single-day event should herald a national invitation to plan a Western trip and follow the celebrated route between Council Bluffs, Iowa, and Sacramento, California, west to east or east to west, and rediscover how a nation was united 150 years ago through collective sacrifice, ingenuity and hard work.

Central Pacific Railroad photographer Alfred A. Hart's photo, *Railroad at Ogden, with Wasatch Range in Distance, No. 364*, shows the U.P.R.R. locomotive *No. 117* and officials after the famous meeting of the Monarchs, the *Jupiter* and *No. 117*, which re-enactors will re-create May 10, 2019, at the Golden Spike National Historic Site.

PHOTOS COURTESY NPS.GOV

As the sun set on the Golden Spike ceremony at Promontory Summit, Utah Territory, the evening of May 10, 1869, the United States of America was now conjoined in iron rail from the Atlantic to Pacific. As Chief Engineer Grenville M. Dodge wrote in his telegraph wire to Gen. John A. Rawlins, Secretary of War:

"At 12 o'clock M. to-day the last rail was laid at this point, 1,086 miles from Missouri River and 690 miles from Sacramento. The great work, commenced during the administration of LINCOLN, in the middle of the great rebellion, is completed under that of GRANT, who conquered the peace."

UTAH'S SPIKE 150!

One-hundred-and-fifty years later, the Golden Spike Foundation, in cooperation with multiple agencies and community organizations—including the state of Utah, Union Pacific Railroad, the national park service and the Mormon Church—have scheduled events across Utah and throughout 2019 to commemorate the sesquicentennial of the transcontinental railroad's completion.

To open the week of Golden Spike Sesquicentennial celebrations, on May 4 Box Elder County is hosting a horse parade showcasing the lifestyle of 1869 with authentic period dress and equipment from each of Utah's 29 counties in Brigham City. In the evening, a good old-fashioned hoedown will be held at the Box Elder County Fairgrounds Event Center in Tremonton.

On May 10-11, 2019, a 150-year anniversary celebration weekend will take place at Golden Spike National Historic Site, Promontory Summit, Utah. Visitors will be able to step out onto the site where history was made, partake in activities, meander through the visitors center and monuments and visit the nearby Chinese dugouts and Spiral Jetty.

Between Memorial Day and Labor Day 2019, visitors from Utah and beyond can come to Golden Spike National Historic Site and the Promontory Summit area and tour where history was made, partake in ongoing Spike 150 Commission commemorative experiences, walk through the visitors center and monuments and visit the nearby Chinese dugouts and Spiral Jetty.

For more details on these and all events throughout the year, visit the website ***Spike150.org***

Transcontinental Railroad Back Country Byway

For the adventurous, follow the last 90 miles of the Central Pacific across Utah on its original railroad grade. There are no services available along the remote mountain route. There are opportunities along the byway to leave the railroad grade and return to Utah State Highway 30. The byway follows the old railroad grade through the remnants of railroad sidings, towns and trestles. A high clearance vehicle is recommended. For more information, visit *Utah.com/TranscontinentalRailroad* and *BLM.gov*

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Visitors to Old Sacramento State Historic Park can visit the historic Central Pacific Railroad Freight Depot and walk up historic J Street for the same perspective as seen in Alfred A. Hart's 1866 image of the C.P.R.R. locomotive on the levee

COURTESY STANFORD UNIVERSITY LIBRARY

THE CENTRAL PACIFIC STARTS IN OLD SACRAMENTO

Gold Rush entrepreneurs Leland Stanford, Mark Hopkins, Charles Crocker and Collis P. Huntington, formed the Central Pacific Railroad Company in Sacramento, California, on April 30, 1861. Soon to be known as "The Big Four," the quartet would oversee the politics, construction, financing and labor of the Western half of the Pacific Railroad.

Today, with the duel 170th anniversary of the Gold Rush and the 150th anniversary of the completion of the transcontinental railroad, a tour of the Golden State from Old Sacramento, through Gold Country and across the Sierra Nevada to Reno, Nevada, will provide the heritage traveler with an understanding of the connection between the four Gold Rush merchants and the Central Pacific's construction from January 1863 to May 1869.

A sesquicentennial Central Pacific Railroad history tour should begin at the California State Railroad Museum at Old Sacramento. With Leland Stanford's famous locomotive as the centerpiece of the museum's C.P.R.R. exhibition, a series of events will be held in April and May 2019 in celebration of the historic feat of engineering. Special exhibitions on the C.P.R.R. will

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The California State Railroad Museum's extensive Central Pacific Railroad exhibits include a major diorama of the Gov. Stanford locomotive driving towards one of the snowsheds the Central Pacific engineers had to devise to protect the trains from the heavy snows and avalanches prevalent along the railroad's route across the Sierra Nevada

COURTESY CALIFORNIA STATE RAILROAD MUSEUM

include a newly designed interactive exhibit featuring the "lost" Gold Spike, an exact duplicate cast at the same time as the one used at Promontory Summit, a new exhibition on the Chinese workers' experience building the C.P R.R; and on loan from the California State Archives, the debut of the C P.R.R.'s first engineer Theodore Judah's complete 1866 map of the Sierra Nevada and route of the railroad.

On May 8, 2019, a major celebration free to the public will be held at Old Sacramento including the historic re-creation of the parade that took place on May 8, 1869, complimentary excursion train rides aboard the Sacramento Southern Railroad throughout the day; melodrama performances at the historic Eagle Theatre, and a community picnic to which guests can bring a sack lunch to enjoy on 1849 Scene (a large grassy area in front of the Railroad Museum) and enjoy live music and entertaining stories from historians and docents on the building of the railroad.

For more information on sesquicentennial exhibits, events and activities at Old Sacramento and the California State Railroad Museum, visit the website ***Railroad150.org***

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In the winter of 1866 '67, over 40 storms hammered the Central Pacific rail crews. Men shoveled through storms and a locomotive fitted with an oversized rail snow plow (above) kept the line open to Cisco and supplies flowing down Donner Pass (right) to work crews

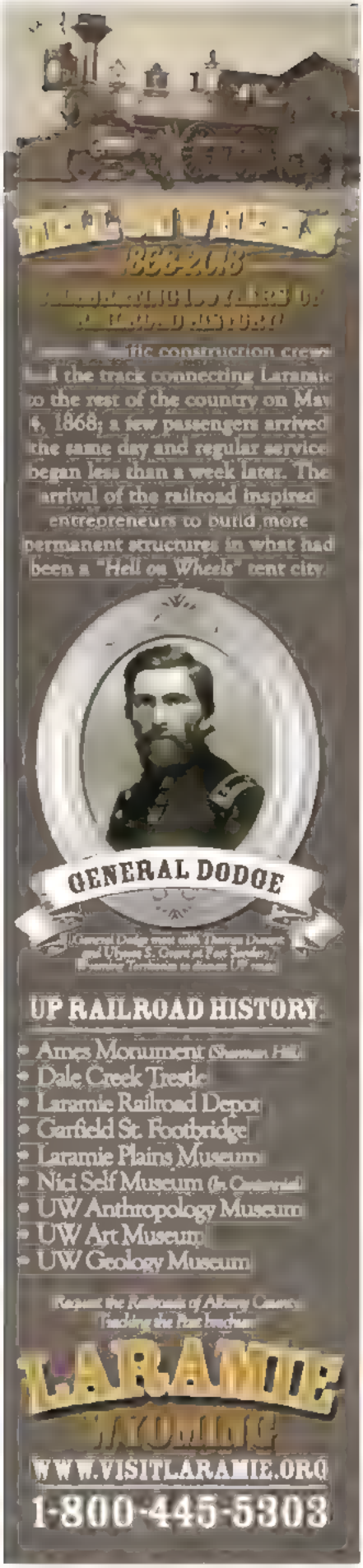
SNOW PLOW PHOTO COURTESY STANFORD UNIVERSITY LIBRARY; PHOTO OF DONNER PASS TRUE WEST ARCHIVES

OVER THE SIERRA TO NEVADA

Whether taking the train or driving Interstate 80, the route east from Sacramento parallels much of the historic California Trail, Central Pacific and Lincoln Highway (U.S. 40) corridor across California and Nevada (until its junction with Nevada 233 east of Wells). Colfax, one of the oldest Gold Rush camps where the original Central Pacific built a station in December 1866—and is still served by passenger service—is less than an hour from Sacramento. The town was first known as Alden Grove in 1849 and quickly became a supply center during the Gold Rush and railroad construction. A walking tour of Colfax's historic downtown should include the 1905 Southern Pacific train station, Colfax Heritage Museum and a side trip to the Empire State Mine State Historic Park, just nine miles up the mountain on scenic California Highway 49.

With Colfax as its staging area at the beginning of 1867—just 54 miles from Sacramento—the rail crews blasted and hammered across the Sierra to Donner Pass and Truckee. At the same time, Chinese and Anglo crews were digging and blasting the Summit Tunnel westward—1,659 feet through the mountain at Donner Pass. Tunnel No. 6 was finished on August 28, 1867 and the rail line arrived at the west entrance on December 1. Six months later, on June 18, 1868, the first C.P.R.R. train brought passengers to Lake's Crossing—the future town of Reno, Nevada. The Big Four's engineers and labor crews—80 percent of whom were Chinese—had solved the Sierra's unforgiving winters and rugged terrain with innovation and invention, including 38 miles and 65 million board feet of custom snowsheds.

If you like scenic switchbacks, take Exit 174 at Soda Springs and take Donner Pass Road to Donner Lake, Donner Memorial State Park and Emigrant Trail Museum. Historic downtown Truckee has a great selection of restaurants and inns, as well as the finely appointed and informative Truckee Railroad Museum in a former Southern Pacific caboose adjacent to the historic train depot.



ALL ABOARD A HISTORIC TRAIN!
California, Nevada and Utah

THE SACRAMENTO SOUTHERN RAILROAD
Sacramento, CA

For 36 years, passengers have boarded the Sacramento Southern Railroad at the Old Sacramento depot. Tickets are purchased at the California State Railroad Museum and riders can choose between closed coach cars, open air gondolas and a first class observation car. Either the *Granite Rock No. 10* steam locomotive or one of the vintage diesel locomotives from the museum's collection will pull the excursion train.

CaliforniaRailroad.Museum

NEVADA NORTHERN RAILWAY
Ely, NV

The National Historic Landmark railway operates passenger trains daily, with the exception of holidays and Tuesdays, except in July and August. The Nevada Northern has exciting passenger car options, specialty trains and even hands-on engineer training.

NNRY.com

VIRGINIA & TRUCKEE RAILROAD
Virginia City, NV

A true vestige of the original transcontinental railroad, the Virginia & Truckee Railroad was completed between the state capital, Carson City, and Virginia City in 1870, and by 1872 it was connected to the Central Pacific in Reno. In 1975, entrepreneur Robert Gray reopened the V&T and operates it as a tourist train between Memorial Day and October.

VirginiaTruckee.com

HEBER VALLEY RAILROAD
Heber Valley, UT

The Rio Grande Western arrived in Heber City on September 21, 1899. In 1992, the Heber Valley Railroad was restored and operates as a historic passenger rail line. The train service runs from mid-January to early November. Check with the railroad for specific times, dates and specialty trains.

HeberValleyRR.org

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In honor of the 150th anniversary of the transcontinental railroad, the Railroad Museum of Nevada in Carson City will have a special exhibit that includes Coach 17, the only rail car still in existence from the Golden Spike Ceremony

COURTESY TRAVELNEVADA

NEVADA'S HISTORIC RAIL CORRIDOR

Many states can trace their rise in economic influence and development to the transcontinental railroad, but one young, lightly populated state that benefited immediately, and still does today, from the construction of the Central Pacific Railroad was Nevada. With its highly valuable gold and silver mines of the Comstock Lode, the Silver State had been rushed into statehood in 1864, just three years after it was made a territory. The C.P R.R.'s route paralleled the highly traveled California Trail—and its key sources of water and springs—from the Western state line with California to near Wells, where the rail route tracked northeastward on a new track across the desert to north of the Great Salt Lake

The Central Pacific rail crews arrived in Nevada in early 1868, but with only 140 miles of track in place at the beginning of the year, the Big Four still had more than 550 miles to go to meet the Union Pacific—which had already raced 500 miles across the Nebraska plains to southeastern Wyoming Territory The harrowing, dangerous and time-consuming work from Sacramento to build and blast over the Sierra had taken five years since the ceremonial groundbreaking, but soon the Big Four's Central Pacific work crews would benefit from relatively flat Nevada desert, while the Union Pacific construction crews would experience the geography of Wyoming and Utah territories—and the challenges and painstaking delays from bridge and tunnel construction.

Like its sister Union Pacific, the Central Pacific had a "Hell on Wheels" community in Nevada of merchants, entrepreneurs, grifters, gamblers and prostitutes ready to set up camp at each new C.P R R. town. Travelers following the railroad's

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After the Central Pacific Railroad spent three years crossing the Sierra Nevada, in 1868 the mostly Chinese rail crews raced across Nevada's northern desert. The town of Carlin (right) was founded east of Elko on December 4, 1868.

ALFRED A. HART, COURTESY STANFORD UNIVERSITY LIBRARY

construction progression across the state's northern deserts on Interstate 80 can follow Nevada's Cowboy Corridor Scenic Byway from Reno to Wendover. Before leaving from Reno, schedule time to tour historic Carson City and Virginia City, including a ride on the historic Virginia & Truckee Railroad that connects the state capital to the "capital" of the Comstock Lode. Carson City is home to the Nevada State Museum and Nevada State Railroad Museum, while Virginia City's downtown is part of a larger National Historic Landmark district that also includes the legendary mining camps of Gold Hill, Dayton and Silver City.

Highlights not to miss while retracing the Central Pacific's progress across Nevada include the Chinese cultural exhibit at Winnemucca's Humboldt County Museum, Battle Mountain's Depot and Mining Museum, Elko's Western Folklife Center and California Trail Interpretive Center; and the Lamoille Canyon Scenic Byway in the Ruby Mountains south of Elko.

Travelers following the C.P.R.R. across Nevada to Promontory, Utah, hit a historical crossroads 27 miles from Wells at the aptly named town of Oasis. Go northeast on Nevada 233 to Utah 30 to I-84 and Utah 83 to Golden Spike National Historic Site (and access to the off-road, BLM-managed Transcontinental Railroad Back Country Byway), or continue east on I-80 to Salt Lake City and its junction with I-15 north through Ogden to Brigham City and Utah 83, exit at Corinne to complete the drive to Promontory.

Before leaving Nevada, historic railroad buffs should consider scheduling extra days and time to drive 140 miles south of Wells on legendary U.S. 93 to the mining-rail town of Ely, home to the Northern Nevada Railway, a national historic landmark that is one of the finest heritage short lines and railroad museums in the United States.

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The Union Pacific's Bailey Train Yard near North Platte, Nebraska, (as seen from the Golden Spike Tower & Museum) has grown from its founding into the world's largest train yard (inset), while the Omaha train yard in 1869 was the headquarters of the Union Pacific.

PHOTO OF BAILEY TRAIN YARD COURTESY NEBRASKA TOURISM/ PHOTO OF OMAHA TRAIN YARD BY ANDREW J. RUSSELL COURTESY OAKLAND MUSEUM OF CALIFORNIA

THE UNION PACIFIC STARTS IN COUNCIL BLUFFS

Future President Abraham Lincoln visited Council Bluffs, Iowa, in August 1859, and had an influential meeting with railroad engineer Grenville Dodge. At the meeting Dodge told Lincoln the best route West was from Council Bluffs west across Nebraska. Destiny was set in motion that day—and when Lincoln signed the 1862 Pacific Railroad Act—he designated the Iowa city the starting point for the transcontinental line. Fate would have it that a bridge across the river would not be built until 1873, so the Union Pacific railroad physically started from Omaha—and that is where it is presently headquartered.

Today, visitors to Council Bluffs can learn about the history of the Union Pacific and transcontinental railroad at the Union Pacific Railroad Museum, Bayliss Park, Golden Spike Monument, Historic General Dodge House and the Lincoln Monument, built near the location the future president would first visualize the construction of the Pacific Railroad. Just across the river in Omaha, is the Durham Museum in the city's beautifully restored Union Station. (See Jana Bommersbach's column on the Durham and a special U.P.R.R. exhibit on p. 12.)

NEBRASKA'S DESTINY AS A RAILROAD STATE

Omaha, Nebraska, has been a Western gateway-crossroads city since it was founded on July 4, 1854. With great commercial, financial and cultural ties to its neighbor across the Missouri River, Council Bluffs, Omaha's earliest residents knew its potential with broad open lands ready for development adjacent to the delta of the Platte River with the Missouri.

On July 10, 1865, the Union Pacific began laying track and ties from Omaha west and sped across the Cornhusker State to the Wyoming Territory in 16 months, arriving in Cheyenne on November 13, 1867. What was once known as Crow Creek Crossing, would quickly grow into the territorial capital of Wyoming and one of the U.P.R.R.'s most important rail centers on its inaugural route.

The Nebraska section of the U.P.R.R. followed the arc of the Mormon Emigrant trail on the north bank of the Platte River from Omaha to Ames, Fremont, Columbus Grand Island, Kearney and Cozad to North Platte where the railroad diverted from the Overland Trail to follow the South Platte and a series of drainages west. North Platte became a key Union Pacific rail center with a roundhouse, and today is home to the Bailey Railyard, the world's largest. Don't miss a tour with the great views from the Golden Spike Tower Visitor Center of the rail center, the Platte River Valley and 360-degree view of the Great Plains.

All Aboard a Historic Train!

Colorado, Montana and South Dakota

DURANGO AND SILVERTON
Durango, CO

The Denver & Rio Grande Western Railroad steamed into town on August 5, 1881, and in less than 11 months the tracks to Silverton had been completed. Since 1959 the Durango & Silverton Narrow Gauge Railroad has operated as a tourist train from May to October, with limited special trains in the winter and spring. The railroad makes it easy to customize an experience with different travel packages, including the adventurous Discover Silverton Package.

DurangoTrain.com

GEORGETOWN LOOP RAILROAD
Georgetown, CO

In 1884, the engineering marvel, the Georgetown Loop, was completed as part of the Georgetown, Breckinridge and Leadville Railroad. While the silver economy did not sustain the construction of the line but to a few miles past Silver Plume, the line was rebuilt and restored in the 1970s and 1980s, and the Georgetown Loop Railroad & Mining Park is the centerpiece attraction of the historic town.

GeorgetownLoopRR.com

LEADVILLE COLORADO & SOUTHERN
Leadville, CO

Since 1988, the Leadville Colorado & Southern Railroad has been thrilling passengers on its two and a-half hour journey through the San Isabel National Forest in sight of the state's two highest peaks.

Leadville-Train.com

CHARLIE RUSSELL CHEW CHOO
Lewistown, MT

The Charlie Russell Chew Choo keeps the spirit of railroading in Montana alive with round trip dinner train trips on a spur track from May to October and the popular North Pole Adventure in November and December.

MontanaDinnerTrain.com

BLACK HILLS CENTRAL RAILROAD
Hill City, SD

Regular train service reached Hill City, South Dakota, in the 1890s. Over time steam locomotives gave way to diesel driven trains. Since 1957, steam train entrepreneurs William B. Heckman and Robert Freer's dream of the Black Hills Central Railroad's 1880 Train has been thrilling passengers every summer.

1880Train.com

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AS SEEN ON TV

150th Anniversary of the Transcontinental Railroad

The Union Pacific Railroad established one of its most important depots in Laramie, Wyoming Territory, during the construction of the rail line. Today, visitors to the city can visit the Laramie Historic Railroad Depot.

ANDREW J. RUSSELL, COURTESY OAKLAND MUSEUM OF CALIFORNIA

CROSSING THE COWBOY STATE

West from North Platte, the U.P. tracks went west from the South Platte River into Colorado and the town of Julesburg in June 1867. The one and only Colorado railroad town on the Union Pacific line, it quickly gained a reputation as a wild camp. Today, visitors can learn more about Julesburg's role in railroad and Colorado history at the Fort Sedgwick and Depot Museum.

Crossing into Wyoming Territory, the Union Pacific rail crews realized some of its greatest engineering challenges as it founded significant railroad towns en route to the Utah Territory. In 1867, Cheyenne and Laramie became key railroad hubs in southeastern Wyoming as the U.P. engineers and rail crews worked to cross Dale Creek, near Sherman. A mile of granite had to be blasted out for the rail bed on both sides of the bridge, which, at 150 feet, was the longest of the rail line. Completely built of timber, the engineering wonder was known to sway as trains crossed it and in 1876 its timbers were supplanted with an iron bridge.

In Cheyenne, take a tour of the Cheyenne Depot Museum in the historic Union Pacific Railroad station, including its historic locomotive exhibit. Laramie also has one of the state's finest railway museums, at the Laramie Historic Railroad Depot.

Driving west on I-80 from Laramie to the Utah state line, the route parallels the original U.P.R.R. Excellent historic sites and museums that tell the story of the Union Pacific and the settlement of the state of Wyoming include the Carbon County Museum, Rock Springs Historical Museum and Fort Bridger State Historic Site.

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Union Pacific Railroad photographer Andrew J Russell spent much of 1868 and 1869 traveling with the construction crews, capturing this image of the Promontory Trestle and *Engine No. 2* in the Salt Lake Valley in the spring of 1869

COURTESY UNION PACIFIC RAILROAD MUSEUM

UTAH'S WASATCH MOUNTAINS

In the summer and fall of 1868, the Union Pacific crossed the continental divide in southwestern Wyoming and began construction in Utah's Wasatch Mountains. With a close eye on the Central Pacific working quickly across Nevada's highly gradable northern desert, the Union Pacific now had to blast and bridge its way across and through the same range that westbound emigrants, forty-niners and Mormon pioneers had struggled through for decades to reach Salt Lake City and trails west. Engineers blasted through the mountains, including Tunnel No. 2 in Weber Canyon, which was started in October and completed in the spring of 1869. One of the worst winters in Utah's Wasatch Mountains slowed the U.P., which in 1868 had built 425 miles of track. In the spring, the railway would emerge from the mountains and lay track to Ogden, north to Brigham City, Corinne and its date with destiny at Promontory Summit.

Today, rail enthusiasts who want to drive a route parallel to the original U.P. route should follow I-80 west from Evanston, Wyoming, through the Wasatch Mountains to I-84 north to Ogden's Union Station, an excellent rail museum, and center of numerous sesquicentennial events in 2019. North from Ogden, the town of Corinne was the first founded in the territory by non-Mormons, and has a nice local museum to visit, as do nearby Brigham City and Tremonton, on the way to the historic end of the Union Pacific at Golden Spike National Historic Site at Promontory Summit.

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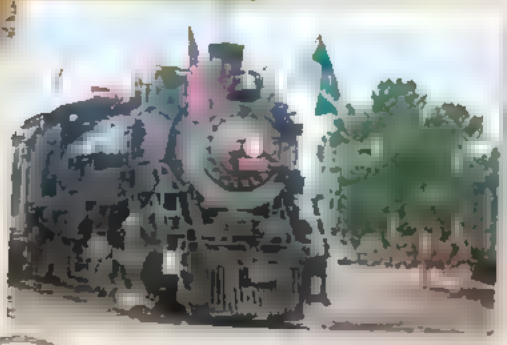
Cumbres & Toltec Railroad
Chama, NM and Antonito, CO

COURTESY CUMBRES & TOLTEC RAILROAD



Grand Canyon Railway
Williams, AZ

COURTESY GRAND CANYON RAILWAY

GRAND CANYON RAILWAY
Williams, AZ

On September 17, 1901, the Santa Fe Railway launched the 64 mile Grand Canyon Railway from Williams to the Grand Canyon. The Grand Canyon line remained a favorite of tourists until automobile tourism led to its closure in 1968. Passenger service restarted in 1989 as the Grand Canyon Railway, with daily service to and from the national park, plus special packages and train events, such as Steam Saturdays the first Saturday of the month, May through October. Today, Williams is one of America's premiere Old West destinations for heritage railroad and Route 66 enthusiasts.

TheTrain.com

CUMBRES & TOLTEC RAILROAD
Chama, NM and Antonito, CO

The Denver & Rio Grande Western Railroad's San Juan Extension arrived in the Village of Chama in January 1881 and operated until the 1960s. Local boosters worked to save the most scenic section of the line between Chama, New Mexico, and Antonito, Colorado. The two states jointly bought the route, tracks and stations, opening the Cumbres & Toltec Scenic Railroad to passenger service.

CumbresToltec.com

AUSTIN STEAM TRAIN
Cedar Park, TX

From 1882 to 1986, the Austin and Northwestern Railroad operated regionally until its closure in 1986. Today, the Austin Steam Train Association operates the Austin Steam Train on the Austin Western Railroad as a heritage passenger line, including family friendly train trips such as The Hill Country Flyer, Day Out with Thomas, Bertram Flyer and North Pole Flyer.

AustinSteamTrain.org

ARKANSAS & MISSOURI RAILROAD
Springdale, AR

The modern A&MRR was started in 1986, primarily for freight service, but it also has a popular passenger tourist line that keeps a regular, but limited, schedule from January to November between Springdale and Van Buren, and Van Buren to Winslow, both of which take tourists through the beautiful Boston Range of the Ozarks.

AMRailroad.com

ABILENE AND SMOKY VALLEY RAILROAD
Abilene, KS

Timed to meet the first trail drives to Abilene, Kansas, the Kansas & Pacific Railroad first arrived in the cow town in 1867. The A&SHRR operates from May to October, with many exciting ride and tour opportunities for passengers, including steam driven service on a limited basis, dinner trains and the Silver Flyer Railbus.

ASVRR.org

RAILROAD MUSEUMS ALONG THE TRANSCONTINENTAL ROUTE

California State Railroad Museum
Sacramento, CA • *CSRMF.org*

Railtown 1897 State Historic Park
Jamestown, CA • *Railtown1897.org*

Nevada County Narrow Gauge Railroad
Nevada City, CA • *NCNGRRMuseum.org*

Truckee Railroad Museum • Truckee, CA
TruckeeDonnerRailroadSociety.com

Nevada State Railroad Museum
Carson City, NV • *NSRM Friends.org*

East Ely Railroad Depot Museum
Ely, NV • *GreatBasinHeritage.org*

Golden Spike NHS
Brigham City, UT • *NPS.gov*

Union Station • Ogden, UT
TheUnionStation.org

Railroad Museum • Douglas, WY
ConverseCountyTourism.com

Douglas Railroad Interpretive Center
Douglas, WY • *ConverseCountyTourism.com*

Carbon County Museum • Rawlins, WY
CarbonCountyMuseum.org

Laramie Historic Railroad Depot
Laramie, WY • *LaramieDepot.org*

Cheyenne Depot Museum • Cheyenne, WY
CheyenneDepotMuseum.org

Fort Sedgwick & Depot Museum
Julesburg, CO • *Colorado.com*

Colorado Railroad Museum
Golden, CO • *ColoradoRailroadMuseum.org*

Cody Park Railroad Museum
North Platte, NE • *VisitNorthPlatte.com*

Golden Spike Tower & Visitors Center
North Platte, NE • *GoldenSpikeTower.com*

Trails & Rails Museum
Kearney, NE • *BCHS.us*

Stuhr Museum of the Prairie Pioneer
Grand Island, NE • *StuhrMuseum.org*

The Durham Museum
Omaha, NE • *DurhamMuseum.org*

Rails West Railroad Museum & Historic General Dodge House • Council Bluffs, IA
TheHistoricalSociety.org

Union Pacific Railroad Museum
Council Bluffs, IA • *UPRRMuseum.org*

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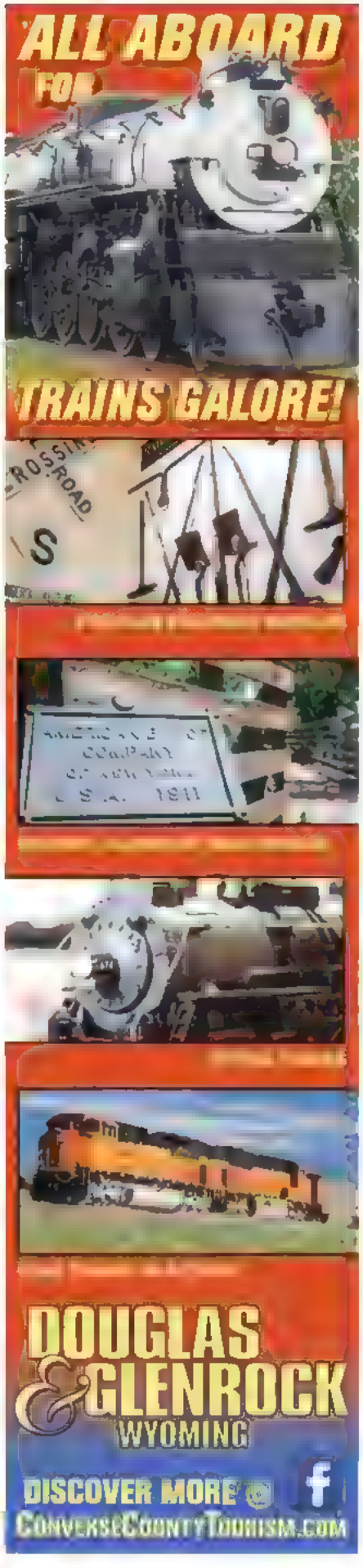

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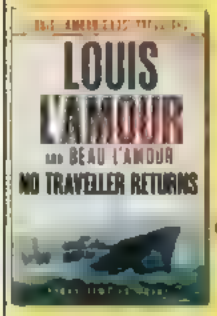

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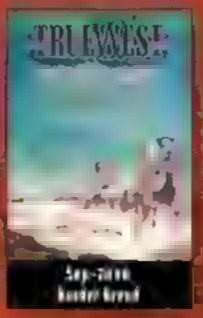

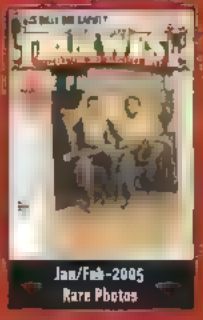

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Western Roundup

FOR MARCH 2019

COWGIRL UP! EXHIBITION & SALE OPENING WEEKEND

Wickenburg, AZ, March 29-31. Opening gala at the Desert Caballeros Western Museum kicks off the invitational exhibit of Western art by women, including Sherry Blanchard Stuart's oil-on-linen *Apache Crown Dance* (left).
928-684-2272 • *WesternMuseum.org*

ADVENTURE

CRANE WATCH FESTIVAL

Kearney, NE, March 2-April 7. More than 500,000 Sandhill Cranes migrate to the Platte River Valley during their northward migration.
800-652-9435 • *VisitKearney.org*

ART SHOWS

LLANO ART STUDIO TOUR

Llano, TX, March 30. Visit with approximately 20 Western and American Indian artists working in a wide range of mediums in their workspace.
325-247-5354 • *LlanoArtStudioTour.yolasite.com*

ANTIQUES SHOW

AMARILLO WESTERN ANTIQUES & COLLECTIBLES SHOW

Amarillo, TX, March 15-17. The longest running Western show & auction in the U.S. offers antique firearms, American Indian artwork and more.
517-568-4188 • *AmarilloWesternShow.com*

FILM & MUSIC FESTIVAL

SOUTH BY SOUTHWEST

Austin, TX, March 8-17: Attend live Western music showcases and independent Western film screenings and panel discussions.
512-467-7979 • *SXSW.com*

HERITAGE FESTIVALS

TUCSON FESTIVAL OF BOOKS

Tucson, AZ, March 2-3: Join Old West authors and historians at the University of Arizona for panel discussions and book signings.
TucsonFestivalofBooks.org

FRONTIER LADIES LIVING HISTORY CONFERENCE

San Angelo, TX, March 8-10: Fort Concho hosts this living history workshop offering classes in Victorian leisure, clothing and crafts.
325-481-2646 • *FortConcho.com*

SPRING BREAK AT THE PIONEER MUSEUM

Fredericksburg, TX, March 11-16: Early Texas, German, and American Indian frontier life is interpreted through stories, demonstrations, music, dance and more.
830-990-8441 • *PioneerMuseum.net*

CELEBRATE TEXAS!

Fredericksburg, TX, March 16. Meet Texas Rangers and members of the Comanche and Apache Nations and enjoy historical re-enactments, cowboy poetry and entertainment.
830-997-2698 • *TRHC.org*

ARIZONA RENAISSANCE FESTIVAL & [illegible]

Gold Canyon, AZ, Weekends through March 31. Old West time travelers take in Medieval arts and crafts, jousting tournaments and outdoor circus.
520-463-2600 • *RoyalFaires.com*

POWWOW

DENVER MARCH POWWOW

Denver, CO, March 22-24. This annual powwow features the grand entry, intertribal dances and contests, plus arts, crafts and storytelling.
303-934-8045 • *DenverMarchPowwow.org*

REENACTMENTS

BATTLE OF THE ALAMO COMMEMORATION

San Antonio, TX, March 1-6: Remember the 1836 siege and Battle of the Alamo with interactive living history programming and special events.
210-225-1391 • *TheAlamo.org*

GOLIAD MASSACRE REENACTMENT

Goliad, TX, March 30-31. Re-creates the occupation of Fort Defiance and the 1836 Goliad Massacre, with a memorial service on the last day.
361-645-3752 • *PresidioLaBahia.org*

STOCK SHOWS & RODEOS

HOUSTON LIVESTOCK SHOW & RODEO

Houston, TX, Feb. 25-March 17. The highest paying professional rodeo in the world comes to NRG Stadium--home of the Houston Texans.
832-667-1000 • *RodeoHouston.com*

WINNEMUCCA RANCH HAND RODEO

Winnemucca, NV, Feb. 27-March 3: Ranch hands compete in rodeo events, plus you can see cow dog trials, horse and bull sales, and a trade show.
775-623-2220 • *RanchRodeoNV.com*

RODEO GRAND ISLAND

Grand Island, NE, March 2-4. Trick roper Loop Rawlins fires up the arena crowd as rodeo superstars compete in tough rodeo events.
800-745-3000 • *HeartlandEventsCenter.com*

STAR OF TEXAS FAIR AND RODEO

Austin, TX, March 16-30. Visit the Lonestar State capital and experience livestock shows, concerts, a Wild West show, fair and rodeo.
512-919-3000 • *RodeoAustin.com*

TWMag.com:
View Western events on our website.

Ice Cold Beer In the West?

Ask The Marshall
BY MARSHALL TRIMBLE

Marshall Trimble is Arizona's official historian and the Wild West History Association's vice president. His latest book is 2018's *Arizona Oddities: A Land of Anomalies and Tamales*. Send your question, with your city/state of residence, to marshall.trimble@scottsdalecc.edu or Ask the Marshall, P.O. Box 8008, Cave Creek, AZ 85327.

Did frontier saloons serve cold beer?

Sandy Davis
St. Paul, Minnesota

Ice making machines began popping up in desert towns like Tombstone, Tucson and Phoenix in the Arizona Territory by the late 1870s. Before that, libations were cooled in cellars. In the northern climes, bar owners cut blocks of ice in the winter and stored it underground or in ice barns, but that didn't always work during a heat wave. Often, folks had to settle for beer at room temperature. Ice machines really made a big difference.

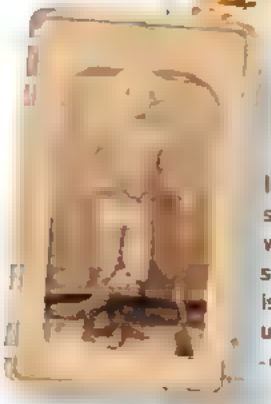
Apparently Judge Roy Bean appreciated a cold one and advertised "Ice Beer" at his Jersey Lily Saloon in Langtry, Texas.

LIBRARY OF CONGRESS

Did Old West cowboys really wear bib shirts?

Barbara Young
Little Rock, Arkansas

Bib shirts were popular military wear and worn by militias and firemen, but they really never caught on with cowboys. During the heyday of Westerns on television and movies they were somewhat popular. Yep, John Wayne wore them in several films, including *The Searchers*, *The Man Who Shot Liberty Valance* and the John Ford cavalry films. That inspired lesser-knowns to imitate the Duke. But that was Hollywood, not real life.



In this circa 1870s photo, this stylish, triple-armed Ranger (left) wears high boots, a bib-front shirt and a wide-brimmed hat that is embellished with stars on the underside.

COURTESY HERITAGE AUCTIONS

What was the availability of eyeglasses like in the Old West?

Emily Downey
Mission Viejo, California

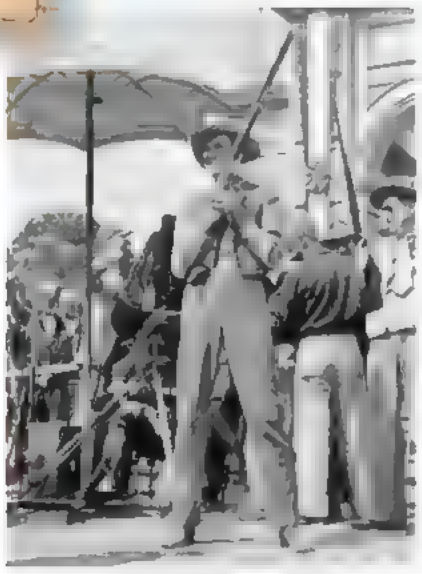
Corrective eyeglasses have been around for hundreds of years, dating back to the 13th century. Benjamin Franklin is usually credited with inventing bifocals in the 1700s. Yep, they were available, often by mail order, in all but the most remote areas.

Can you tell me what version of the *Winchester '73* Jimmy Stewart used in the movie of the same name?

John Charles
Vestavia, Alabama

True West Firearms Editor Phil Spangenberger says the Winchester Company reconditioned three 1873 24-inch rifles, (one of 1,000). At least one was a .38-40 because it could fire the five in one blanks they were using at the time.

During the shooting contest scenes, the legendary Herb Parsons, also known as "The Wizard of Winchester," stood just off camera with his own Model 71 lever-action rifle. Using live ammunition, he put a hole in the metal disk to give it a touch of realism.



This location photo from *Winchester '73* (1950) shows Jimmy Stewart (center) and Herb Parsons (extreme right). While Stewart acted out the scene, Parsons (standing off camera) actually made the shot.

COURTESY UNIVERSAL PICTURES

At the Cody Firearms Museum in Cody, Wyoming, you can see Parson's '71 Winchester (which has a metal disk with a hole embedded in the stock). The stock also features the autographs of Jimmy Stewart and other members of the cast.

What did cowboys do after reaching the end of a cattle drive?

Wes Shinn
Saratoga Springs, New York

When the cowboys hit a trail's end town like Abilene or Dodge City, Kansas, after some two months on the drive, the first thing they did was draw their pay and head for the barber shop to get a bath and shave. That would cost six bits or 75 cents. Next, they shed their duds at the mercantile store and got some new ones. A pair of trousers cost $1 to $1.25. A new pair of long johns might cost $1. A new pair of boots would cost $7 to $15. A pullover shirt might cost $1 and a new hat would set you back about $3 to $5.

A steak dinner cost about $1, and drinks at the saloon ran about a bit (12 ½ cents) for a glass of beer and about a quarter for a shot of whiskey. He could try his luck at a game of chance, then head for the red-light district. A short-time love affair with a prostitute cost around $1. There were also dance halls where a cowboy paid around 75 cents to $1 dollar for a dance ticket. Prostitutes and dance hall girls sometimes outnumbered so-called decent women by as much as 25 to 1.

That's pretty much what a cowboy did when he hit the end of the trail.

After months on the trail many cowboys hit town in pursuit of new clothes, a bath, a drink and a night with a prostitute (above).

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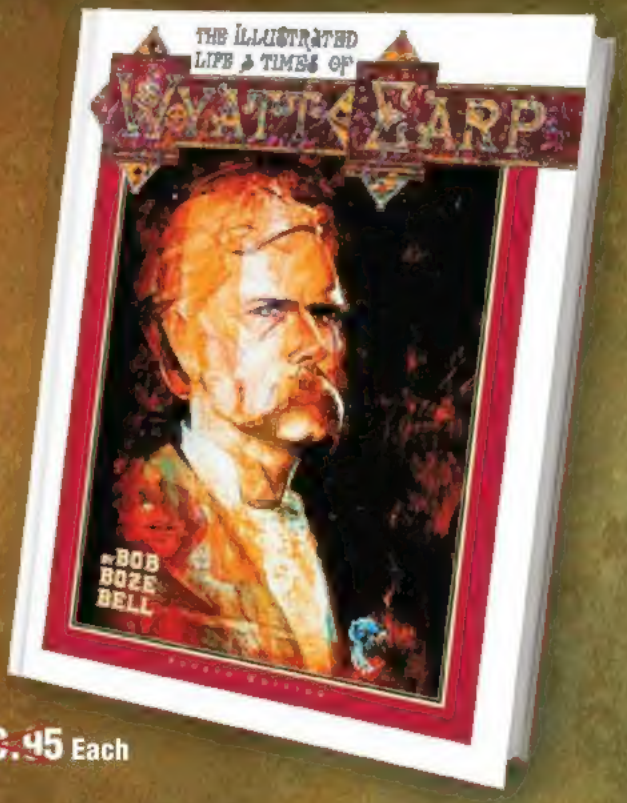

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What HISTORY HAS TAUGHT ME

Award-winning singer-songwriter Dolan Ellis won a Grammy as a member of The New Christy Minstrels (left) in 1962. Kansas native Ellis (below) has made Phoenix, Arizona, his home since 1959, and has served as Arizona's Official State Balladeer since 1966.

– ALL IMAGES COURTESY DOLAN ELLIS –

DOLAN ELLIS, SINGER-SONGWRITER

As a kid, we lived on a small farm in eastern Kansas, where I literally had no playmates. My play consisted of doing little farm chores (gathering eggs, feeding chickens, etc.) and adventuring with my dog along a small creek in a dense woods on the backside of our farm.

I was free to roam the countryside and free to use my imagination. Now that I am older, I realize that those endless hours of being alone in nature and unconsciously relating to the land, its creatures and its spirituality, bonded me with all things natural in a way that has remained with me forever. I also believe that it greatly influenced my path to becoming a balladeer.

I think that most of my deepest secrets have been revealed over the years through my music.

A lot of people may not know that I was an original member of the folk group The New Christy Minstrels. We took it from an unproven concept to being regulars on NBC's very popular *Andy Williams TV Show*, where we sang for over 80 million people every week. While I was with the group, we earned a gold record for our album *Ramblin* and won a Grammy Award in 1962. We also played many world-class venues such as Carnegie Hall (twice) and the Latin Quarter in New York City, the Coconut Grove in Palm Springs and the Greek Theater and Hollywood Palladium in Los Angeles. What a ride!

When I recorded my first album of Arizona ballads Governor Sam Goddard (Terry's dad) asked me if I would like to become, "Arizona's Official State Balladeer." Since that time, 13 consecutive Arizona governors have reappointed me to that position.

My very first singing engagement in Arizona was at John's Green Gables on East Thomas Road in Phoenix. (Where a knight riding on a white horse would lead you to your parking space.)

My three all-time favorite Western movies are: 1. *Quigley Down Under* 2. *Lonesome Dove* 3. *The Man from Snowy River.*

I knew a top business executive in downtown Phoenix who carried a roping saddle in the trunk of his Cadillac for jackpot roping. We all loved the romance and the traditions of "Old Arizona," and it was still echoing throughout the state for us to enjoy. However, that has all sadly changed today. I guess I knew that it would, even back then.

My favorite silver screen cowboy was Gene Autry. Oh, I really liked Roy Rogers, too, but he always had a "mushy" romantic moonlight scene with Dale Evans somewhere in the movie, which always turned me off.

My favorite place in the West to escape is right here in Arizona! I have been trying to visit all of the beautiful and unique places in Arizona for over 60 years and I STILL have not seen it all.

The best advice I ever received was from my father: "No job is ever finished until the tools have been cleaned and put back into their proper place."

My favorite music to relax by is light classics or cool jazz.

Trying to make a living doing music over the long haul has taught me that you must keep developing and refining your talent and have an ability to relate to people. This is a very risky business in which it is very difficult to make a decent and consistent living.

There's an old cowboy sayin' that goes, "If you've done it, it ain't braggin.") Well, I don't mean to brag here, erto, but I have a Gold Record, a Grammy award, several Hall of Fame awards and an entry of my work into the Congressional Record by Sen. John McCain. Though I am very proud and appreciative of each of these awards, the award that means the very most to me is being certified 13 times as the Official Arizona State Balladeer since Governor Samuel Goddard first appointed me in 1966. The honor brings me my greatest pride and joy and is my very heartbeat!

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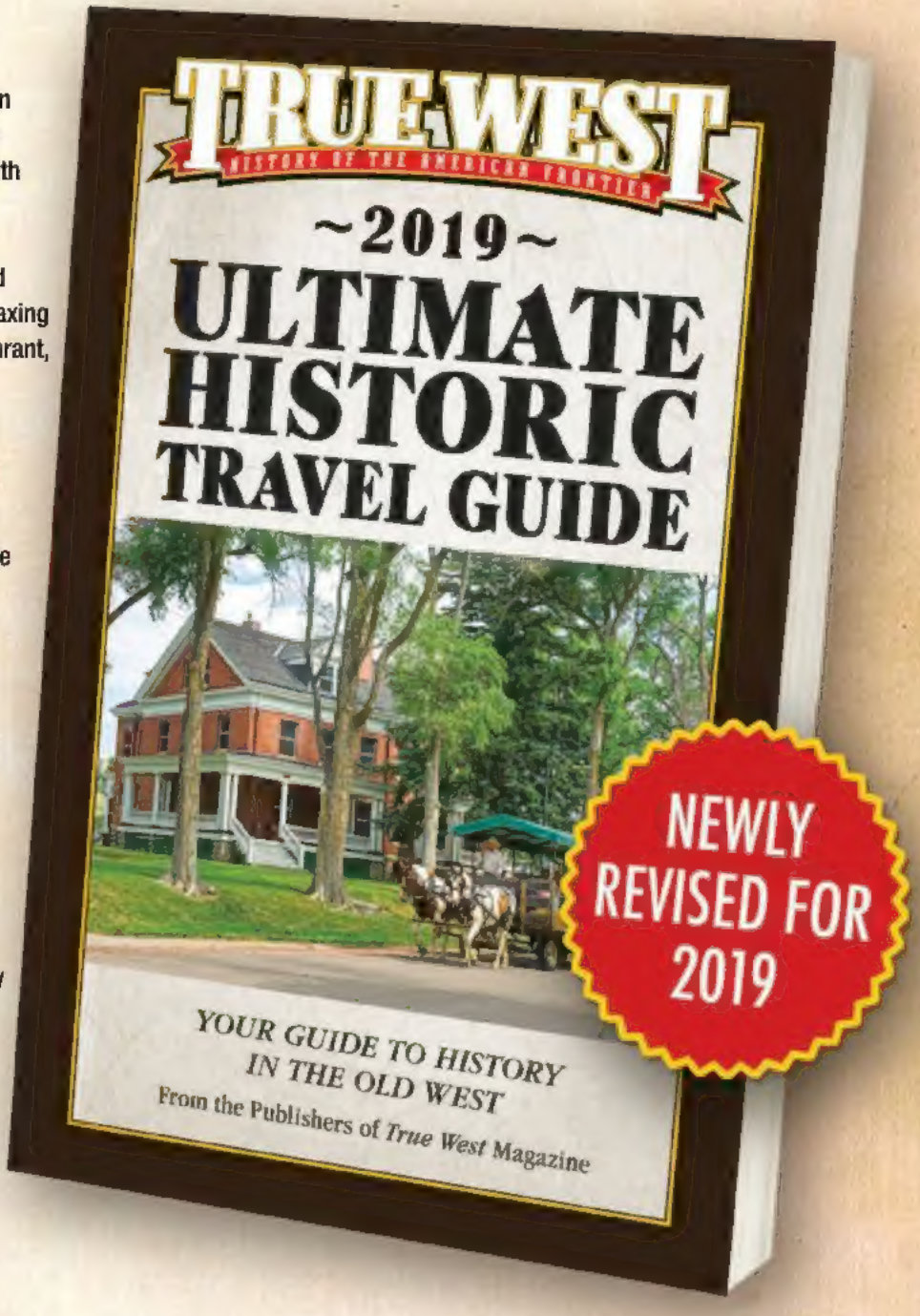
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